Det Bel Isle & Windsr Ferry Co. 26

THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

VOL. VIII. NO. 50. CLEVELAND, O., DECEMBER 16, 1886. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Mr. W. A. Robinson, of Buffalo, is in the city.

Captain Wm. Baune will, during the winter, superintend the rebui ding of the barge G. W. Wesley at this port.

The Brotherhood of Marine Engineers will hold their first meeting for the season on Saturday evening, the 18th.

The schooner Robert Wallace, as soon as her cargo is out, will be sunk, to remain until spring with the object of getting her into shape.

Now, that the schooner David Wallace has been released, Captain Benham and J. H. Gillett have turned their attention to the schooner Republic, ashore near that point.

Mr. J. H. Palmer says the propeller W. L Wetmore was freed from the ice blockade by aid of the steamer Dresden, and back to Malden, where she has gone into winter quarters.

The steambarge Benton and the lumber barges B. M. Baker, Midnight, and United Lumberman are at Malden, where they will winter. They will make no further attempt to reach this port this fall.

The propellers B. W. Blanchard and Waverly have been chartered for next season to run in the Ogdensburg line. The arrangement is a good one for the boats, in fact, equalling 50 per cent of their original cost.

Mr. Abram, the marine reporter of Detroit river, was in the city last week. Mr. Abram, with N. W. Stewart, will go into business for himself next season, and as these gentlemen have done the active business on the lakes for some time they will be found fully qualified to attend to any business entrusted to them.

Mr. H. J. Webb, of H. J. Webb & Co. was yesterday informed that the schooner Geo. W. Davis was released and is in Port Huron. The Davis went ashore in a recent heavy snowstorm on the Canadian shore of Lake Huron, below Bayfield. Owing to the bad weather and lateness of the season it was not expected that she would be released. The boat was abandoned to the underwriters and by good work on the part of Captain Rardon has been towed into Port Huron. She is not in bad shape.

CAPTAIN ROBERT KERR, of the schooner Delaware, is a strapping six-footer and something over. He was walking along Superior street on Monday afternoon with his friend Captain Wallace, when a well-dressed, pleasant-faced, white-haired elderly lady stepped out from the stream of pedestrians and stopped him with a very polite and musical, "Beg your pardon!" Looking him over from head to foot admiringly, she abruptly said: "You would make a fine soldier, sir." Before he could recover from his surprise, she had bowed gracefully and passed on. It is believed that the lady is the widow of a colonel, killed in the army, who was once well known and whose name is still remembered. Since his decease her hobby has been soldiering and all that pertains to it. She would make a good soldier herself, for the cool and gallant courage with which she marched up to the big captain and took his breath away for several minutes would have sufficed to carry a battery at the point of the bayonet.

MILWAUKEE.

Special to the Marine Record.

Navigation is practically at a close, everything due here having arrived or gone into winter quarters at intermediate ports, so that about all we hear in the way of marine matters is some valiant skipper telling how he hoisted up his center board, box and all, trying to get around the Horn.

The steamer Roanoke has been in drydock at Wolf & Davidson's, getting new iron sheathing, new decks, recalking and other repairs. She will run between this port and Grand Haven this winter. Her place in drydock was taken by the steamer City of New York, released from the beach at Hammond's Bay by the wrecking tug Leviathan. Captain Neil Chatterton states that the life saving crew at that place rendered him great service during the time his steamer was ashore; built fires on the beach and stood by to give their assistance at an instant's notice. The New York will be repaired sufficiently to keep her in good condition during the winter, and will be thoroughly repaired before the opening of navigation in the spring.

This is the twenty-second day of the absence of the tug S. S. Coe, on her expedition to release the schooner Chris Grover from the beach at Good Harbor. The tug was reported a week ago to have gotten the vessel off and started to Milwaukee with her. Since then there have been no tidings from the expedition, and the whereabouts of both tug and schooner are shrouded in mystery.

The steamer Burroughs and schooner H. M. Scove were on the docks for repairs during the week.

We have had some very severe weather up this way, but it is good spring weather now, if it only lasts. Speaking of the weather calls to mind some of the experiences of two skippers whose vessels arrived here during the cold snap. I was in the dock when the schooner Waukesha arrived with her hull, rigging and deck one mass of ice, and her crew ditto. Singing out to Pete Anderson, the mate, I inquired the whereabouts of the captain. "Oh, you mean Polar Julius," replied Pete; "well, he's gone to get a hatchet to knock the icicles off his nose." At that moment he appeared, looking as though he had indeed come from the polar regions, and laughed heartily when I saluted him with, "Hello, Polar Julius!" The appellation suited him so well that, upon going home about 10 p. m., his better-half replied to his knock on the door by inquiring "who is there?" he answered, "Polar Julius." "Open the door," she said, recognizing his voice, and he did. Polar Julius, that night, looking like a relic of Dr. Kane's expedition, stood before his wife an hour trying to convince her that he was no a fugitive from the museum. He told me confidentially that had he not been between his wife and the stove he would certainly have been scalded. That will teach him to change his clothes and not go home looking like an iceberg.

Black Jack, the terror of the lakes, avers that during one of the cold nights, his stockings being damp, he placed them on his cabin stove to dry, the aforesaid stove having a good fire in it (I think I know where he got the coal) all night, and upon arising from his bunk in the morning he found his stockings frozen to the stove so hard that he used handkerchiefs for stockings that day. He left his vessel at Wolf & Davidson's for repairs. On departing for home he carried a valise, full of clothes, and a trunk, full of ham sandwiches.

Your correspondent will ascertain what repairs to vessels are to be made, etc., interview Ajax and the rest of the tars, and gather all the marine news obtainable.

CAPTAIN KIDD.

The steambarge City of New York, recently ashore at Hammond's Bay, Lake Huron, arrived here on the 9th from the Straits. She received a bad shaking up during her ten days' stay on the beach, and will require extensive repairs. By diligent packing the leaks were closed, so that a siphon easily kept the craft free, although one of the Leviathan's steam pumps was kept on board ready for an emergency. Captain Neil Chatterson, commander of the New York, reports that during many years' experience on the lakes this is the first serious disaster that has overtaken him. He reports that the hawsers dropped by the tugs Moore and Sumner have not been recovered. As the steambarge was about to leave for Chicago, she was seized by the marshal on a claim of Wolf & Davidson for $1,200, which includes a bill for repairs on the barge done last summer, and for the Leviathan's services on her.

BUFFALO.

Special to the Marine Record.

Messrs. H. G. Trout & Co. are building an engine with cylinders, 28 and 50 inches by 42 inches stroke, for Mr. Geo. Berriman, of Cleveland, O. An engine, 28 and 52 inches by 45 inches stroke, for Mr. James Davidson, of Bay City, Mich. An engine, 28 and 50 inches by 45 inches stroke, for R. Mills & Co., of Buffalo, N. Y. This firm is also ready to bid on work to be delivered through the summer of 1887.

The propeller Wm. Edwards came in from Erie to lay up. She leaves the Golden Age there and comes down in order to do some repairs this winter. The propellers Calumet, Hecla, and Russia of Captain Ash's fleet are all in and will lay up. The schooner Mary Lyon clears for Chicago light, but the presence of the tug Mary from Port Colborne in port led to the inference that she was going to tow there. The propeller J. E. Potts, in port with lumber, expects to make another round trip to Saginaw, but it is thought doubtful about her being able. The Curtis and tow arrived all right. They go to lay up at Marine City, their home port.

Tug S. E. Bryant will be dismantled immediately. Her boiler, which is nearly new will go into a new hull, which is being built by O'Grady & Maher. The new tug will be one of the fleet that Buffalo can boast of, many of which are the best on the lakes at present.

CHICAGO.

Special to the Marine Record.

Captain J. Lawless, of the schooner, E. B. Hale, laid up at Milwaukee, was in Chicago on Friday on business.

At the Chicago Drydocks, the Union line steamer Starracca received repairs to her stem and a new stem iron; the steamer Rhoda Emily was in dock for repairs to her wheel and some calking; the schooner Lotus was in dock for some calking; the schooner Manitowoc received some calking. The steamship Henry Chisholm, received her new wheel from the Globe Iron Works, Cleveland, on Monday, and it was being placed on her Tuesday.

Jasper Hanson, shipbuilder, of Manitowoc, was in this city Tuesday, and signed a contract with the W. Harvey lumber company, to rebuild their lumber steambarge the St. Joseph, this winter, at Manitowoc, Captain Connelly and Engineer McGuirk will take her to Manitowoc and superintend the work done on her.

Jasper Hanson, shipbuilder, has also hauled the schooner Morning Star, Captain A. Elliott, and will also give her a thorough rebuild during the winter.

Captain Culloch, of the schooner Marengo; Captain C. Thorsaf, of the schooner M. C. Richardson; Captain Fred Houghton, of the schooner J. I. Case; Captain John Stalker of the schooner Marion Case, all returned to Chicago last week after laying up their vessels at Port Huron. Captain Skinner has returned to Chicago, from Buffalo, where he has laid up his schooner.

Captain Bassett, of the steamer Chauncy Hurlbut, and Captain Manning, were last Thursday on their way to Detroit, on their way from Washburn, Lake Superior, where they had laid up their boats.

The steamship Monteagle made nine round trips from this city to Ogdensburg, and two to Buffalo and back, towing the schooners White Star and Mystic Star regularly, and several outsiders, which is some of the best work ever done. No grass has been allowed to grow under her bottom since she went out of Mill's drydock at Buffalo, where she was built three years ago, and she looks at the present time almost as good as new.

The Chicago tug engineers and firemen have formed an association. Their first meeting took lapce on Thursday, December 9th, when about forty members were present. Several members of the Grand Brotherhood of Lake Engineers made stirring speeches favoring the forming of the above association. At a second meeting on the 14th about fifty more members joined and funds were supplied to procure a charter and for other necessary purposes until their next meeting, notice whereof will be given in the Chicago daily papers and the MARINE RECORD. The list of the officers is as follows: M. Crawford, president; J. Qualley, vice president; Louis Monroe, treasurer; Louis Holman, financial secretary; J. M. Gleeson, corresponding secretary; J. T. O'Connor, recording secretary; George Grubb, conductor; John Mooney, door-tender; John Miner, chaplain; names of trustees, Dan Holan, Wm. Lynett, Austin Gibbons, Alva McLane, Chas. McElroy.

A meeting was held on the 11th in the office of Captain Ira H. Owen, the object of which was to perfect the organization and incorporation of the Owen Line. They have made application for a charter to the Secretary of State, and when they received it a new lake company will be added to the several kindred companies now in existence. The capital stock will be $150,000 and the first directory will be composed of Ira H. Owen, Chicago; H. H. Clough Elyria, Ohio; John B. Clough, Amherst, Ohio; R. C. Hanna and J. W. Thorp, of Chicago. The other gentlemen interested in the company who were present were: Parks Foster, Elyria, Ohio; F. H. Van Cleave, Escanaba, Mich., and L. Windmueller, Chicago.

At Miller Brothers' drydocks the steamship J. H. Eddy was in for a new forefoot; the steambarge T. W. Palmer had her shoe fixed and some calking; the propeller Lehigh was on for overhauling, scraping, and putting new rivets in her bottom; schooner Halsted for calking her bottom all over; the tug Success was in for calking all over; the steambarge Monteagle had her ceiling calked all over.

The schooner Windsor, Captain David Williams, arrived at 2 o'clock Tuesday morning.

The schooner C. C. Trowbridge came to an anchor in the harbor Tuesday night and on Wednesday morning the V. O. T. tug Union went to her and towed her up the river. These are the last two schooners expected at this port this season.

The three tug companies have entered into an agreement by which, during the coming winter, full tariff rates are to be charged for towing. The usual discount becomes a thing of the past. This tripartite understanding also stipulates that neither company is to have in commission more than one tug.

Quite a number of vessels are being chartered to load grain for winter storage. The propeller Monteagle and schooner White Star, Mystic Star, and J. M. Hutchinson were chartered Tuesday to load corn. The rate is five and one-half cents, including delivery at Buffalo next spring.

The steambarge St. Joseph, Captain Connelly, engineer McGuirk left here Wednesday morning for Manitowoc for a rebuild.

The Chicago Tug Pilots, Association Ball, held Thursday evening, December 9th, 1886, was a grand success, and all present used their utmost efforts to make every one happy. The dancing was excellent, and proved that our tug men know as well how to handle a handsome craft on shore as on the lake. A party of about 600 were present, and excellent order and good feeling was the order of the evening. We noticed amongst the guests Captain J. S. Dunham, Geo. McLane, Geo. Gilman, Job Hickman, George D. Kirkham Chas. Miller, D. Councer, Job C. Godfrey, D. Dall Jr., Geo. H. Jewell, Captain Hank Blue, Captain Jas. McGinn, of Milwaukee Captain Dick Tyrrell, Captain Ed. Napier, Captain Al. Johnson, Captain S. Green, also several vessel captains whose names I wish I had space to enumerate.

WILLIAMS.

MARITIME LAW.

COLLISION—TUG AND TOW—NEGLIGENCE—RECOVERY AGAINST ONE OR BOTH VESSELS.

District Court, N. D. New York. October 9, 1886.

When a collision is caused by the negligence of two vessels, proof that the disaster could have been prevented by one of them is not sufficient to exculpate the other. The entire damage may be recovered from one vessel though both be in fault, if one only is served.

In Admiralty.

George Clinton, for libelant.

S. B. Porter, for claimant.

Coxe, J. The owner of the canal boat S. H. Fish brings this action against the steam-tug Troy to recover damages occasioned by her negligence in causing, or contributing to cause, a collision between the canal boat and the steam tug Rambler. In the libel, which was filed July 13, 1880, both tugs were made parties, and the collision is there attributed to their joint negligence. For some reason not fully explained, the Rambler was not served with process, and is now beyond the jurisdiction of the court.

On the morning of the first of November, 1879, the libelant employed the Troy to tow his canal boat, from a point in the Erie canal near Baker's dock, to the Niagara elevator, on the Buffalo river, where she was to take in a cargo of wheat. The route lay through slip No. 1 and the Erie basin. The channel in the basin at this point, owing to a sunken barge and shallow water opposite the slip, is about 238 feet wide. On the day in question three vessels were lying at the southerly corner of the slip, projecting into the basin some 85 feet; thus reducing the width of the channel to 153 feet. Two vessels of about similar dimensions were lying abreast at the northerly corner of the slip. The canal boat was about 97 feet in length, the Troy 48 feet, and the line between them 7 feet, so that the distance from the stem of the tug to the stern of the canal-boat was 152 feet, or but a foot less than the width of the channel between the vessels and the sunken barge. The Rambler, a larger tug than the Troy, was proceeding at the usual rate of four miles an hour down the Erie basin, when the Troy, with her tow, headed west, and going at the rate of three miles an hour, emerged from the slip. The Troy proceeded on her course, and when she was within a short distance of the sunken barge, the canal-boat, which then was moving directly across the channel, was struck by the Rambler on her port side, forward of amidships, and nearly opposite the forward hatch. The blow caused her to sink soon afterwards.

The collision took place between 9 and 10 o'clock, in broad daylight. The weather was clear, and there was but little wind. There is some dispute as to whether the tug Troy gave any signal while in the slip. Those on the Rambler and the Fish heard none. The claimant's postive testimony that she blew three blasts when opposite the Exchange elevator, near the entrance to the slip, should however, be accepted as true.

It is conceded by all that the canal boat was helpless, and therefore without fault. It may also be regarded as proved that the Rambler was guilty of negligence. The court so intimated at the argument, and no reason is seen for changing the opinion then formed. That a powerful tug, unincumbered by a tow, could have avoided such a collision, is a proposition almost self evident. But the Rambler is not now before the court, and the inquiry must therefore be wholly confined to the Troy. Was she at fault? Could she have avoided the collision?

The theory of the claimants apparently is that they are exculpated when it is shown that the Rambler could have prevented the accident; that, because the proper way for a tug with a tow to pass out of slip No. 1 is to go straight across the channel, it follows as a necessary conclusion, that this course must be pursued in all circumstances, and without reference to the danger confronting her. This proposition cannot be maintained. A party who is compelled to cross a railroad track in order to reach his destination, and who, without making the slightest effort to ascertain whether the track is clear, drives his team in front of an advancing train, and wrecks his wagon, cannot escape the charge of negligence by proving that the engineer, by reversing his engine and applying the air brakes, might have avoided the accident.

The channel through the basin was the regularly traveled route where vessels were constantly passing and repassing. Slip No 1 was a comparatively untraveled water way. On the day in question, egress was rendered particularly dangerous by reason of the vessels lying abreast at each side of the entrance. The sunken barge opposite made the channel a narrow one at all times, but these obstructions reduced it to 153 feet. The master of the Troy knew all this. He knew that, in order to take his tow up the basin, it was necessary for him to run across and completely block the channel. He could see neither north or south until the tug had passed the outmost vessel. He did not know but a tug with a heavy tow, or a large vessel, not easily controlled, was about passing the slip; and yet, without taking any extraordinary means to ascertain the situation, without slackening his speed, without giving any but the ordinary signal, which indicated that a tug was in the slip, and nothing more, he ran out directly across the channel. The The canal boat was thus caught in a trap without power to protect herself. The situation was unusual. It demanded unusual precautions. The failure to take them was negligence. The testimony is undisputed that the Troy was handled precisely as she would have been if the channel had been clear. But, even after the tug had reached the middle of the channel, she might, it seems, have prevented the collision. The Rambler did not know that the Troy had a tow until the line became visible. She was not called upon to stop until this fact was apparent. It was entirely obvious that the Troy alone could have crossed, as she did cross, with entire safety. But the Troy knew that she had a tow. She saw the Rambler bearing down upon her, without diminution of speed or change of course, until she was about 100 feet away. The Rambler was then informed that the Troy had a tow, and the Rambler was reversed. Why was not the Troy reversed? The evidence on the part of the libelant is not as full upon this point as it might have been. The court, however, being frequently called upon to deal with the relations of tugs to their tows, may take judicial notice of what a tug can do in certain circumstances.

It is in evidence that the Rambler, a much larger tug, and going at a greater rate of speed, could have been stopped in from 15 to 20 feet. The Troy certainly could have been stopped within the same space. If, on emerging into the basin, the Troy had given the danger signal, immediately reversed, and stopped the canal boat which was unloaded, and therefore more easily controlled, it is quite certain that the injury would have been averted. So, too, she might have ported and gone to the north. In this way the blow would have been avoided altogether, or, if it received it would have been a glancing blow, and comparatively harmless. It is true that the situation after the Troy had passed into the channel was a difficult and an embarrassing one. Almost any maneuver suggested might have been attended with some injury to the canal boat, and to the jibbooms and headgearing of the adjacent vessels, but any course was preferable to running directly across the bows of a large and powerful tug which was rapidly approaching, and which had shown no inclination to stop or change her course. In the one case the danger was imminent, and the consequence of a collision serious; in the other, it was contingent and remote, and in any event but slight injury could ensue.

There is not the slightest doubt in the mind of the court that the collision was caused by the fault of both tugs; but as the Troy is the only one proceeded against, and as the Rambler is not now within the jurisdiction of the court, the recovery, so far as the present cause is concerned, must be against the Troy alone. The Atlas, 93 U. S. 302.

There should be a decree for the libelant, with costs, and a reference to compute the amount due.

COLLISION—STEAMER AT PIER—CANAL BOAT IN TOW OF TUG STRIKING STEAMER'S PROPELLER—UNUSUAL CONSTRUCTION OF PROPELLER—LIABILITY OF STEAMER—LIABILITY OF TUG.

U. S. District Court, Southern District of New York.

The tug Willie, with libelant's canal boat in tow; attempted to enter the slip between piers 42 and 43, North River. The steamship Ludgate Hill lay along the upper side of the slip, and two barges were moored abreast on the lower side, leaving a space of about 60 feet between the steamer and the barges. The tug, in attempting to go through this space, brought libelant's boat so close to the Ludgate Hill that she struck the steamer's propeller blade and sank in a few minutes. The steamer had double screw propellers, which are unusual in this port and of which the tug claimed that she had no notice and for this reason that the steamship was in fault. But the evidence indicated that the tug had swung the canal boat under the steamer's stern to an improper and dangerous degree, even in reference to single screw propeller. For that reasont it was held that the tug was solely in fault for the collision.

Brown, J.

On the 9th day of May, 1885 between 10 and 11 a. m. as the steamship Ludgate Hill was lying along the upper side of the slip, between piers 42 and 43 North River, with her stern about 30 feet inside the end of the pier the tug Willie with the libelants canal boat lashed on her port side came into the slip for the purpose of landing her tow. On the opposite side of the slip were two cargoes moored abreast, leaving a clear space between the barges and the steamship of about 60 feet. The Willie had previously landed another tow, at pier 36, and then came up the river in the slack water near the piers, the tide being ebb, and undertook to land the tow through the narrow space above stated. In doing so she first headed towards the quarter of the steamship, and backed her engines when about a dozen feet from it. The boats continued under headway, and the swing of the bows brought the libelants boat against the propeller blade of the steamship, which was broken. The propeller blade stove a hole through the boat so that the latter sank in a few minutes.

The steamer had double screw propellers each 15 feet in diameter. Measurements show that the blade when perpendicular as she was then loaded would be about three feet under the water line, and that when horizontal the blade would project within about seven or eight inches of the line of the vessel's side.

The tug claims that the steamship was in fault because double screw propellers are altogether unusual in this port; that the tug had no notice that the steamer had double screws; that such screws project at least four or five feet farther towards the side of the ship than the blade of the largest single propeller; and that they were entitled to notice from the steamer of the danger from construction, or else that the steamer should have furnished guards against collision as is sometime done.

The evidence shows that the blow received by the canal boat was upwards of four feet below the water line. This being so, and the top of the propeller blade when perpendicular being three feet below the water level, it follows that the position of the blade at the time of the accident must have been so near upright as to be about four and one half feet inside of the line of the vessel. This confirms what some of the other witnesses testify to that the tow went considerably under the steamer's counter. As the blow was severe, it is clear that she would have swung considerably farther inward if she had not encountered the propeller blade. This position of the tow at the time of collision considerably inside of the line of the steamer's side, and under her counter, very nearly approached the position of the blades of a single propeller. I have no doubt therefore that the canal boat was swung under the steamer's stern to an improper and dangerous degree even in reference to single screw propellers. This was not made necessary or excusable by any of the circumstances, or the necessities of the tug and the tow in entering the slip; and it was therefore at the risk of the tug. It was brought about doubtless by another and prior fault, viz: in coming up so near to the piers. After landing the other tow, the tug should have gone out into the river far enough to enable her to make a turn into the slip less sharp in landing the libelant's boat. Considering that the tug had brought the canal boat so far under the steamer's counter and into a place where she had no business to be, I think it would be unjust to impose any part of the loss upon the steamer, notwithstanding the considerations that have been so ably urged. Had the collision occurred, as was first charged, outside of the line of the steamer's side, or even within a short distance only inside of that line, and where it was not unusual for tugs to go, in the necessary close navigation of the slips, the case would have been different. It would seem reasonable to require that vessels of new designs having concealed parts beneath the water dangerous to ordinary shipping should give some notice of their peculiar qualities or have fenders to prevent injury to innocent persons having no suspicion of the concealed dangers. See, however, the Bellerophon, 3 Asp. Mar. L. Cas. (N. S.) 58. This steamer was, however one of a line of three that had come into this same slip for at least six or seven months before this accident, and the tug had been accustomed to go to the French steamers on the opposite side of the slip very frequently during this time. The pilot of the tug says that he had no knowledge that any of the three steamers of this line were double screw propellers. It seems almost incredible that notice of this fact should have escaped him. It is not in accordance with the usual knowledge of what is about them that men derive in their daily business. These steamers had upon each rail in line with the propeller blades a semi-circular sponson two and a half feet in diameter projecting out beyond the rail and designed to fend the propeller off from the lines of the wharf; a conspicuous peculiarity not likely long to escape the attention of those frequenting the slip. But without further comment upon this part of the case, I think for the reason above suggested, namely, because the place of the collision was so far under the counter as to be unjustifiable in reference even to any propeller, that the tug must be held alone in fault. Had the tug kept within the line that ordinary prudence and ordinary practice require no injury would have been done. The steamer was properly moored at her wharf; she did nothing to lead the tug beyond that line, and therefore cannot be held in fault. Granite State, 3 Wall. 310. The libelant is entitled to a decree against the Willie with costs; and the libel should be dismissed with costs as against the Ludgate Hill.

November 19, 1886.

AN EXCENTRIC DIVER.

John Miller, better known as "Pig Iron" Miller, has been a well known character in Cleveland forty years. He came to this city from Oswego, N. Y., when a young man and thereafter called Cleveland his home. He began his career here as a diver in searching for drowned men and continued that occupation until his death. He used to fish valuable articles out of the river with a pair of grappling tongs and then he would sell the treasure trove. After he would fish all day without getting anything, and when the shades of evening fell after such a day, he would push off the dock piles of coal, pigs of iron or other articles of value, which he would find in the river the next day and perhaps sell back to the original owners. For several years he succeeded this way in selling Silas Merchant his own pig iron, but in an evil hour for Miller his knavery was discovered and Merchant caused Miller to be sent to the penitentiary. This pig iron affair gave him his sobriquet.

After he was set free from prison he returned to his old haunts and his vocation of water man. Every school boy remembers Miller and can recall the shiver of excitement he felt as he watched Miller in his boat with his grappling tongs, feeling about the bottom of the river for lost articles or the ghastly remains of some one drowned.

Miller, as statad, used to make a business of slyly throwing things into the river and then offering to dive for them. One day at the Detroit boat dock he fell asleep on a truck. The captain of the boat which lay alongside had been one of Miller's victims, and seeing him asleep caught up the handles of the truck quickly and wheeled truck and Miller into the river. Of course the truck sank, much to the captain's chagrin, and he had to pay Miller $5 for getting it out.

Miller was a most ingenious liar, and many are the stories told of his ability to stretch the truth. For some time he circulated a petition among his friends to raise money to buy him a diving suit. Of course he never bought the suit and, in fact, he was remarkable in that he never used one in his work. After he had exhausted the patience of his friends with the diving suit project he discovered that he was in need of a set of false teeth. Another petition was circulated and enough money raised to buy an artificial tusk for an elephant, but Miller's toothless gums were still conspicuous when he laughed—as he often did—and he never aided mastication with the products of the dentist's art.

One day, becoming desperate for want of funds, he staggered into Alva Bradley's office and with real tears gushing from his eyes said:

"She's gone, Mr. Bradley."

"Who's gone?" said Bradley.

"My wife," said Miller. "She died last night and I haven't a cent to bury her with."

"Never mind the money, my man; here's $5 for the present and I'll see what can be done for you."

Miller left and Bradley made inquiries—sent Rev. Mr. Jones of the floating bethel to investigate. In a few moments Jones returned, saying:

"I didn't go to Miller's house. I found his wife, though. She's the liveliest corpse you ever saw and was walking down Division street with a swinging gate as if she was hunting somebody."

Bradley sighed, but laughed nevertheless at the "cuteness" of old Miller.

This was the bad side of Miller's life; a humorous side it was, too, and humor seldom belongs to the character of a totally bad man.

Miller saved many lives, and his death was doubtless hastened by exposure and colds caught in rescuing people. "Pig Iron," as his familiars called him, saved at least a dozen persons from drowning and received for his heroism a gold medal from the Cleveland board of trade. Last fall a drunken man, the last person rescued by him, fell off the Main street bridge. Miller plunged in and carried the insensible body ashore. The water at that time was intensely cold. Miller became chilled and never was a well man afterward. He died of quick consumption at the age, as he said, of 62 years. He made himself invaluable to vessel men by diving and often saved vessels from a sojourn in the drydock by his skill in repairing rudders or in disentangling ropes or other obstructions from propeller wheels.—*Leader.*

"Lewis' Manual is an excellent work, and should be in the hands of all marine men."

THOS. HARBOTTLE.

The report of the loss of the captain and two surfmen of the life saving crew at the Point au Sable, Mich., station, will certainly lead to a thorough investigation and possibly an act of congress that will deal severely with vessel captains who imperil the lives of life saving crews by false signals. The report which has reached Washington says that after the schooner Dewey was sighted, flying a signal of distress, the life boat put off to render assistance, but before the distance had been traversed the flag at the peak of the Dewey was lowered and an ensign was displayed at her masthead as a signal that all was right It is believed that the first signal was hoisted as a "blind" and for the purpose of deceiving the life saving crew and securing the services of a tug. In returning to shore that boat struck a bar and capsized. Captain Flynn and two of his men lost their lives in consequence. Superintendent Kimball has ordered the local superintendent to make a thorough investigation with especial reference to the alleged trickery of the crew of the schooner Dewey. He reports that Captain Flynn was one of the most careful and experienced officers in the service. Mr. Kimball says that as far he knows there is no law to prevent the displaying of false signals of distress.

BILL NYE ON POLAR EXPEDITIONS.

Everything shows us that the summer is gone and the twilight of the year is setting down upon us. We begin to wonder whether we had better run the furnace this winter or take the money and buy Cuba so as to have a winter resort. Speaking about winter resorts, a military friend of mine writes me that he wouldn't ask better than a commission to make a trip in search of the open Polar Sea. He invites me to go. I thanked him for the invitation and asked him when he wanted his men picked, before or after the trip.

While I would like well enough to catch a few pickerel in the open Polar Sea and breathe the crisp, pure air of no degrees and no minutes longitude due west of a given point, I am almost positive that I will dig the clinkers out of a large base burner this winter and write foamy, frothy, sunny, soothful poems for a dying world.

While no one would more cheerfully enter into the giddy whirl of Esquimaux society, or load his stomach with cod-liver oil and old harnesses and saddles with vinegar, in order that he might gratify a morbid curiosity as to whether the North Pole had a hot box or not, yet I shall not avail myself of the opportunity to go this winter.

While few could more joyously contemplate a life where it would take a ninety-day note a lifetime to mature, I am free to say that I would rather, at present, climb a tall tree until the payee gets by.

The New York Maritime Register states that it is likely that ocean passenger steamers in the future will be fitted with twin screws. This would be a most excellent precaution against any very serious results from the breaking of a shaft in mid-ocean. If such a breakage happens at the present time, the steamer has to depend entirely upon her sail power until her machinery can be repaired and do little better than drift along until a port is reached or assistance is given by a passing steamer. Under these circumstances there is more or less danger to be apprehended especially should the steamer become disabled in a storm. If, however, she possessed twin screws, though her speed might be considerably retarded, she would yet be able to continue on her voyage and be independent of the assistance of other vessels. To ocean travelers this would present itself as no mean element of safety. The adoption of twin screws in passenger steamers would seem to be not far off and follows naturally upon the efforts toward both safety and convenience that has characterized the management of the great Atlantic steam lines.

The Lehigh Valley Transportation Company has drawings by G. B. Mallory of a new steel steamship which is to be built the ensuing winter if suitable arrangements can be made. She is to be 300 feet long over all, 41 feet in molded beam, and 25 feet in the hold, with a full length water bottom. Her machinery is to consist of a triple expansion engine with cylinders of 21½, 35, and 62 inches, the stroke being 48 inches, and four boilers made of inch steel, each 12 feet by 11 feet 8 inches, placed athwartship. The boilers are to carry 160 pounds pressure. A sectional wheel is to be used. Her capacity is to be 2,500 tons freight, besides fuel, and she is to average fourteen miles. The model is made according to the ideas of Capt. Henry, manager of the line.

A writer in the November number of the London Nautical Magazine, maintains by very plausible arguments that it is bad economy for a shipowner to underman his vessel. He claims that an undermanned vessel makes much longer voyages than one carrying a full crew, and that the loss of time—or demurrage—with the increased cost of wages incurred in the longer voyage, are far greater than the additional wages of a full crew. This ground is certainly well taken. It is very reasonable to suppose, nay it is almost certain, that a well manned ship will always make better time than one undermanned, and under such circumstances it is more profitable to the ship-owner to engage the full crew, setting aside even the probable saving in wear and tear and the increased safety of vessel and crew.

Mr. R. W. McIntire of Buffalo has lately taken the sub-contract for doing a large amount of piling and timber work this winter on the Welland Canal improvement at Port Dalhousie. Of the dredging work now in operation on that waterway Mr. C. F. Dunbar of Buffalo has the first or upper four miles, McNamee of Montreal has the fifth and seventh mile, and Beemer & Sullivan, the latter a Hudson River man, the sixth mile; Hingston & Woods of Buffalo the next five miles, extending through the deep cut to Altenburg, Conlon Bros. of Thorold the next mile, and Sutton of Toronto the last mile. This record makes it appear that the Yankee side of the line is going to do most of the work on the Welland improvement, whoever gets the ultimate benefit from the undertaking.

Under instructions from the House Committee on Rivers and Harbors, Chairman Willis has conferred with Chairman McMillan, of the Senate Committee on Commerce, and other members of that committee, respecting the feasibility of preparing the river and harbor appropriation bill in joint sessions of the two committees. While no formal arrangement has yet been made it is stated that the proposition was favorably received by the Senate committee, and that the probabilities are that a bill will be prepared under the plan proposed, providing for a maximum appropriation of seven and one-half million dollars, less than one-half of the aggregate of the appropriations made by the bill passed at the last session.

Subscribe for the MARINE RECORD.

ST. CLAIR SHIP CANAL

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., November 30, 1886. Sealed proposals for furnishing all materials and labor and constructing revetment at St. Clair ship canal, Michigan, will be received in triplicate, at this office, until 2 p. m., Decgegate of December 30, 1886, and then publicly opened. For further particulars apply at this office.

O. M. POE, Lieut-Col. of Engineers,
Brevet Brig.-Gen. U. S. A.

THE CENTURY.

For 1886-7

The Century is an illustrated monthly magazine, having a regular circulation of about two hundred thousand copies often reaching and sometimes exceeding two hundred and twenty five thousand. Chief among its many attractions for the coming year is a serial which has been in active preparation for sixteen years It is a history of our own country in its most critical time, as set forth in

THE LIFE OF LINCOLN.

BY HIS CONFIDENTIAL SECRETARIES, JOHN G. NICOLAY AND COL. JOHN HAY.

This great work, begun with the sanction of President Lincoln, and continued under the authority of his son, the Hon. Robert T. Lincoln, is the only full and authoritative record of the life of Abraham Lincoln. Its authors were friends of Lincoln before his presidency; they were most intimately associated with him as private secretaries throughout his term of office, and to them were transferred upon Lincoln's death all his private papers. Here will be told the inside history of the civil war and of President Lincoln's administration—important details of which have hitherto remained unrevealed that they might first appear in this authentic history. By reason of the publication of this work,

THE WAR SERIES,

which has been followed with unflagging interest by a great audience, will occupy less space during the coming year Gettysburg will be described by Gen. Hunt (Chief of the Union Artillery). Gen. Longstreet, Gen. E. M Law and others; Chickamauga, by Gen. D H. Hill; Sherman's March to the Sea by Generals Howard and Slocum. Generals Q. A Gillmore, W. F. Smith, John Gibbon Horace Porter, and John S. Mosby will describe special battles and incidents. Stories of naval engagements, prison life, etc., etc., will appear.

NOVELS AND STORIES.

"The Hundredth Man," a novel by Frank R Stockton, author of "The Lady, or the Tiger?" etc., began in November. Two novelettes by George W. Cable, stories by Mary Hallock Foote, "Uncle Remus," Julian Hawthorne, Edward Eggleston, and other prominent American authors will be printed during the year.

SPECIAL FEATURES,

(with illustrations) include a series of articles on affairs in Russia and Siberia by George Kennan, author of "Tent Life in Siberia," who has just returned from a most eventful visit to Siberian prisons; papers on the Food Question, with reference to its bearing on the Labor Problem; English Cathedrals; Dr. Eggleston's Religious Life in the American Colonies; Men and Women of Queen Anne's Reign, by Mrs Oliphant; Clairvoyance, Spiritualism, Astrology, etc., by the Rev. J. M. Buckley, D. D., editor of the Christian Advocate; astronomical papers; articles throwing light on Bible history, etc.

PRICES. A FREE COPY.

Subscription price, $4 00 a year, 35 cents a number. Dealers, postmasters, and the publishers take subscriptions Send for our beautifully illustrated 24-page catalogue (free), containing full prospectus etc., including a special offer by which new readers can get back numbers to the beginning of the War Series at a very low price A specimen copy (back number) will be sent on request Mention this paper.

Can you afford to be without The Century?

THE CENTURY CO. New York.

CAPT. GEO. A. SIMPSON,
Compass Adjuster,

COMPASSES, BAROMETERS, PATENT LOGS AND MARINE GLASSES REPAIRED,

Schooners can have their Compasses Adjusted for Local Attraction at the time of repairs by stating how much they are out on East or West Courses, and which way it leads, North or South of above Courses.

161 River St., Cleveland, O.

GOLD fields are scarce, but those who write to Stinson & Co., Portland, Maine, will receive free, full information about work which they can do, and live at home, that will pay them from $5 to $25 per day. Some have earned over $50 in a day. Either sex, young or old. Capital not required. You are started free. Those who start at once are absolutely sure of snug little fortunes. All is new.

Vesselmen
SHOULD HAVE
OUR MARINE LAW BOOK,

ON

Seamen, Owners,
Freights, Charters,
Towage, Registry,
Collisions, Enrollments,
General Average, Common Carriers,
Duties of Seamen, Masters & Owners,
Bill of Lading, Wages, &c.

WINDLASS FOR SALE.

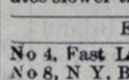
The undersigned have a Hadfield Patent windlass for a one and three-eighths inch bar chain for sa cheap.

JOHNSON & BATES
927 Erie St., Racine, Wis.

GEORGE SAAL'S SON.
Copper-smithing of all Kinds.
VESSEL WORK A SPECIALTY.

403 and 405 Detroit-st., corner Duane-st.,
Telephone 1638. CLEVELAND, O.

Cleveland Drydock Co.,
Shipbuilding, Drydocking, Repairing and Spar Making.
CLEVELAND, OHIO.

SPIEGLE BROS.

MARINE SUPPLY STORE

WHOLESALE AND RETAIL
Grocers, Bakers and Ship Supplies;
Fresh & Salt Meat of all Kind.
30 & 32 River-st., opposite Detroit Steamboat Landing, and 184 Broadway. Telephone 112,
CLEVELAND, OHIO.

Established in 1859.
HENRY LEOPOLD.
Manufacturer and Dealer in all kinds of fine and plain
FURNITURE & UPHOLSTERY,
And Manufacturer of Counters, Shelving, Bank and Bar-room Fixtures.
Mattrasses and Vessel Furniture
A SPECIALTY.
Warerooms 798 and 800 Lorain-st., near Fulton. Factory 10 Willet-st.
CLEVELAND, OHIO.

AN IRON MINE FOR SALE.

This mine is on the shores of Lake Huron, close to a good harbor. First-class ore, assayed 70 per cent pure iron. This ore is said by experts to be much better than Lake Superior iron ore and the only ore of its kind so far discovered on this continent capable of making Bessemer steel. Will sell outright, on shares or a royalty. Specimens of ore furnished and inspection of mine solicited.

Also, two silver mines on Lake Superior, close to a good harbor. Specimens furnished. Apply to MARINE RECORD, Cleveland, Ohio

LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 14 1886 at 5 o'clock p. m the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	.....
No 3, Chicago Express via "	*5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 22, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:45 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper and dining car daily on No. 10, leaving Cleveland at 12 noon; arrive Grand Central depot, New York, 7 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E GAUL, City Passenger Agent.
W. P. JOHNSON, Gen'l Pass. Agt., Chicago. Ill.

The Nickel Plate!
NEW YORK, CHICAGO & ST. LOUIS RAILWAY.

The passenger equipment of this New Trunk Line is all new and is supplied with the latest appliance necessary to safe speedy and comfortable travel.

Trains leave and arrive at the Union Depot, Van Buren street, Chicago, and N Y, L E & W R'y depot at Buffalo.

Following is the time in effect April 25, 1886, and until further notice:

EASTWARD.	Arrive.	Depart.
Buffalo Passenger	*10 40 A M	*10 45 A M
Chicago Passenger	*9 00 P M	.....
Local Freight	* 4 40 A M	* 5 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	.....	*6 45 A M
Fostoria Passenger	*4 46 P M	*4 51 P M
Local Freight	* 5 00 P M	* 5 50 P M

ROCKY RIVER ACCOMMODATION.
Depart—*7:40 a. m., *1:35 p. m.
EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

Through tickets to all points are on sale at principal offices of the company at LOWEST RATES for any class of tickets desired. Baggage checked to destination

For information, call on nearest agent of the Company, or address

B. F. HORNER,
Gen'l Passenger Agent,

LEVIS WILLIAMS,
General Manager. Cleveland, O.

WINTER TOURS TO THE
South, Texas, Mexico, California
VIA
BEE LINE

On November 13, 1886, a through line of elegant
Reclining Chair Cars Free,
was established between Springfield, Dayton, Union, Indianapolis and St. Louis.

Eastward from Columbus, Cincinnati, Indianapolis and St Louis, this line is the quick
THROUGH CAR ROUTE
TO
EASTERN CITIES.

A. J. SMITH, General Passenger Agt.,
BEE LINE,—(C C C & I R'y, D. & U. R R.—I & St. L. Ry.)

VESSEL OWNERS AND AGENTS.

JAMES T. ROSE,
Vessel Agent and Broker,
Room 4, Exchange Building, Duluth, Minn.
I have an excellent gang of Trimmers this season, Captain Miller's old Crew.
Special Attention Paid to Chartering Vessels, and seeing that they get dispatch in Port.
CORRESPONDENCE SOLICITED.

WARNER & BECKER,
Vessel Agents and Brokers,
ROOM 10,
Arcade B'ld., 101 St. Clair St,
CLEVELAND, OHIO.

H. J. WEBB & CO.,
Ship Brokers, Vessel Owners and Agents.
[ESTABLISHED IN 1856.]
H J. WEBB & Co., will charter Vessels for Lake Trade. Special attention given to Chartering Vessels in the Lake Superior Iron Ore Trade, both for the season and single trip.
ARCADE BUILDING, 101 ST. CLAIR ST.,
Room 27. Cleveland, Ohio.
TELEPHONE { Office, No. 338. Residence, No. 1328.

THOS. WILSON
MANAGING OWNER
Wilson's Transit Line.
Gen. Forwarder. Freight and Vessel Agent.
CLEVELAND, O.

J. J. H. BROWN. EDWARD SMITH
BROWN & CO.,
Ship Brokers and Agents.
Special Attention given to Surveying, Appraising and Settling Marine Losses.
Exchange Building, 202 Main-st., Buffalo, N. Y.

ALEX McDOUGALL,
VESSEL AGENT AND BROKER,
Duluth.
Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

PALMER & BENHAM,
Vessel Owners & Agents,
New Bank Building, corner of Superior and Bank Street, Cleveland, Ohio.

MOORE, BARTOW AND GILCHRIST,
Ship Brokers and Agents,
No. 101 St. Clair Street, Room 15.
CLEVELAND, - OHIO.

JOHN P. DEVNEY,
Marine Collector.
Collections Promptly Attended to.
ASHTABULA HARBOR, OHIO.

PROCTORS IN ADMIRALTY.

ROBERT RAE,
Admiralty and Insurance Law Office,
Room 37 Merchants' building, CHICAGO, ILL.

GEORGE E. HALLADAY.
Attorney and Proctor in Admiralty.
Marine Business Promptly Attended To.
OFFICE 21 BUHL BLOCK, DETROIT, MICHIGAN.

WM. H. DeWITT,
Attorney and Proctor in Admiralty.
ROOM No. 6, BLACKSTONE BLOCK.
CLEVELAND, OHIO.

A BIG OFFER. To introduce them we will GIVE AWAY 1,000 Self Operating Washing-Machines. If you want one send us your name, P. O, and express office at once. The National Co. 23 Dey St., N. Y.

Geo. P. Rowell & Co's
BEST
LIST OF
LOCAL NEWSPAPERS.

Every paper named on this List is selected because either its daily or weekly edition is the best or most widely circulated or most influential, published at an important county seat or in a place having more than 5,000 population. **The newspaper in each place that gives the advertiser the most for his money.** The list covers every State, Territory, District and Province of the United States and Canada, and represents **EVERY county seat having a population greater than 3,000, and EVERY PLACE having a population greater than 5,000, one paper in a place, Daily or Weekly, or Daily and Weekly,** where there is a paper having a circulation exceeding one thousand copies weekly, as stated in the American Newspaper Directary for 1886: and with the exception of such suburban towns as are better covered by the papers named in the neighboring city.

GEO. P. ROWELL & CO.,
Newspaper Advertising Bureau,
10 SPRUCE ST. NEWYORK.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

TERMS OF SUBSCRIPTION:

One year, postage paid.....$2.00
Six months, postage paid..... 1.00
Invariably in advance.

THE MARINE RECORD can be found for sale by the following news dealers:

CLEVELAND, O.—G. F. Bowman, corner of Pearl and Detroit Streets.

Evans & Van Epps, Superior street, Cleveland.

R. A. Castner, 254 Detroit street, Cleveland.

ASHTABULA HARBOR, O.—C. Large.

CHICAGO, ILL.—Joseph Gray, 9 West Randolph Street.

CHICAGO, ILL.—August Semper, 345 Noble Street.

BUFFALO, N. Y.—Miss McCabe, Elk Street, near Ohio.

DETROIT, MICH.—N. F. Stewart, Ft. of Woodward Av.

DULUTH, MINN.—C. F. Johnson, 117 West Superior Street.

MARQUETTE, MICH.—J. A. Vannier.

ESCANABA, MICH.—Wm. Godley.

SARNIA, ONT.—D. McMasters.

ST. CLAIR FLATS, MICH.—McNiff & Son.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, DEC. 16.

MASTER-AND-MAN SHIPPING CONTRACTS.

It has often surprised those who are interested directly or indirectly in the mercantile marine service of the lakes that while the federal government has done much to improve the means of inland navigation, it has neglected to do anything regulating the business relations between masters and ships' crews. The result is that every year there are many quarrels and disputes between masters of a very bitter, exasperating and even dangerous nature which would be impossible if there existed properly drawn-up shipping papers between the contracting parties. The relations between seamen and shippers are legally settled on the Atlantic and Pacific coasts, but just why they have been neglected on the lake system is not easy to understand. The U.S. government shipping act of 1872 provided "that the master of every ship, bound from a port in the United States to any foreign port, or any ship of the burden of 75 tons and upward, bound from a port on the Atlantic to a port on the Pacific, or *vice versa*, shall, before he proceeds on such a voyage, make an agreement in writing or in print with every seamen whom he carries to sea a- one of the crew;" and, furthermore, the agreement had to be signed by each seaman in the presence of a shipping commissioner. By supplementary acts, approved in 1873 and 1874, the act of 1872 was amended in features which did not affect the principle of the measure. The amendment made was that the act should not apply to masters of vessels engaged in trade between the United States and the British North American possessions, or the West Indies, or the Republic of Mexico. Thus, according to the strict letter of the law, shipping commissioners had no legal authority to superintend the bargains made between masters and crews engaged in trade between these places; but nevertheless in practice so many owners found it to their protection and advantage to employ a United States shipping commissioner for the shipment of seamen in such cases that it was recommended to congress by the Commissioner of Navigation in 1884, that in every case crews may be shipped by United States shipping commissioners at the request of the master or owner of the vessel, the shipping fee to be $1.25 per man, $1.00 of which to be paid by the vessel and 25c. by the seaman shipped.

In short, every precaution has been taken by the United States government to prevent, along the ocean coasts, any friction or misunderstanding between master and man. The bureau of navigation, however, has neglected the mercantile marine of the lakes so far as concerns the appointment of shipping commissioners to see that shipping papers are fairly drawn out between masters and men. The result is a state of uncertainty on the inland seas which is as unfair and detrimental to the shipper as it is to the shippee. Practically, there is the same state of unsatisfactoriness as would exist between a builder and contractor if no proper contract were drawn out between them. When a vessel is being built the owner takes good care to see, by personal representatives, continually present during working hours in the shipbuilding yard, that the builder is doing the work strictly according to the specifications in the contract. Almost equally important, for the proper management of the vesael after it has been launched, is the existence of papers contracting for the fulfilment of certain duties between master and man. Judges of the circuit court have the power of appointing shipping commissioners to represent them in superintending shipping contracts, but, while the power is fully and properly used with reference to seamen shipped at United States ports on the Atlantic and Pacific seaboards, it has been a dead letter along the lakes, regarding which no special provision seems to have been made, and the result here is, of course, that masters and men have either had to settle their own disputes in a way generally unsatisfactory to one party or the other, or to refer them for arbitration to some private individual, invested with no legal power to enforce his decisions.

Under the circumstances the announcement that Mr. Catchings, of Mississippi, has introduced a bill for "the relief of inland navigation," does not come by any means too early, and it is to be hoped that he will be successful in speedily securing for the mercantile marine the benefit of legislation which experience long ago showed to be absolutely necessary, as between man and master, along the ocean seaboard. Mr. Catching's bill proposes to authorize the judges of the United States circuit courts to appoint inland shipping commissioners at ports within their jurisdiction, "whose duties shall be to afford facilities for engaging seamen, by keeping a register of their names and characters; to superintend their engagement and discharge when required to do so; to provide means for securing the presence on board, at the proper time, of the men who are to be engaged; and to perform such other duties relating to the inland merchant seamen or inland merchant vessels as may be required of them by law." The details of the bill provide for the close observance of shipping contracts made by seamen; for the recovery of advances in cases of desertion; and for punishment of seamen for refusing to serve, for wilful disobedience, neglect of duty, assault, and mutiny. The general effect of the bill will be to place the inland shipping on the same footing with the coast shipping as regards the proper engagement of seamen and the laying down of distinct rules under which they shall perform their duties on board the vessels they are shipped upon. Mr. Catching's bill, if made a law, will clearly show the obligations of masters to their men, and of men to their masters, and will put an end to innumerable irritating and exasperating disputes between the interested parties by permitting the questions at issue to be settled by a properly qualified and constituted United States government officer. The wonder is not that Mr. Catching has now introduced his bill for the relief of inland navigation, but that some such relief was not distinctly provided when the shipping act of 1872 was introduced. We can not understand how the legislators managed to remember the mercantile service of the oceans and to ignore entirely the vast and important interests of the inland marine.

HORSES FOR LIFE SAVING.

CLEVELAND, Dec. 9.

To the Editor of the Marine Record.

I have noticed in the published accounts of the November casualties that some of the life-saving crews had the greatest difficulty in getting their life saving apparatus to the scene of a wreck. At Portage it was fortunate that there was a railway to transport the life-saving crew the 110 miles that lay between them and the crews of the Wallaces, otherwise it would have gone hard—indeed, it would have been all up—with these poor fellows. But there were other points where the life-saving crews had not the advantage of a railroad close by and had to drag and push their boats over miles of terrible country in equally terrible weather. Now, let me ask if it would not be a good scheme to have a team of horses attached permanently to each life-saving station, just as horses are always kept ready for instant use in our fire-engine stations?

POOR JACK.

The RECORD publishes this correspondent's letter with pleasure, and considers the suggestion a very valuable one. If horses were kept attached to at least the more lonely life saving stations on the lakes, they would be the means of greatly expediting the operations of the life savers, and everybody knows, who has any knowledge of the suddenness and violence of our storms that every moment saved in getting to a vessel in distress is of incalculable value both as regards life and property. Along the greater part of the Atlantic seaboard there are generally farms in the vicinity of the life-saving stations from which the keeper can borrow a team at very short notice; but there are lonely spots on the lakes where this convenience does not exist, and consequently the life saving crews have to spend hours in hauling their boats and apparatus to the scene of the impending casualty.

Doubtless the question of attaching horses to the equipment of life-saving stations has been considered before by the authorities, because the importance of the subject is too great to be overlooked. But the appropriations for the life-saving service are limited. There are many congressmen who have not the slightest idea of the enormous value of the United States life saving stations, and it takes a man of "Sunset" Cox's energy, eloquence, and enthusiasm for this great national humane service to impress them with some idea of the prodigious saving it effects in marine life and property. Were the senator to take the matter in hand, appropriations might be secured for the supply of stout horses to every life-saving station, but at present the most important question before the treasury officials is whether money can be secured to create more life saving stations instead of adding considerably to the cost of maintaining those that already exist. The communication which the RECORD published recently from S. I. Kimball, the general superintendent, shows that the authorities of the bureau are well alive to the necessities of the life saving service, but that, at the same time, their efforts to improve it must be in proportion to the appropriations made by congress for that specific purpose. Nevertheless, the suggestion of providing horses for out-of-the-way life-saving stations is admirable enough. One ship's crew—nay, one good life saved—by their means would be worth ten times over the annual expense of maintaining them. Life can have no specific money valuation.

WHILE the general subject is under consideration, an effort on the part of the officials of the life saving bureau to keep the crews together under pay during the winter months instead of discharging them at the time that navigation closes on the lakes might prove valuable as a means of advancing the effectiveness of the service. It often happens that on the opening of navigation it is not an easy task to get the old crews together, and new men must necessarily be broken in. Beside, it appears eminently unjust that these men should be turned out in mid winter when the positions in the world of trade have been occupied and all opportunities for obtaining a livlihood have passed by.

A DENIAL.

The following letter explains itself:

PORT HURON, December 13.

To the Editor of the Marine Record:

I see in the issue of MARINE RECORD of December 9, an account of myself stealing $150 from the cabin of the Wyandotte, and I want to say that it is not so, and I would like to have it corrected. I will state you the case. Mr. J. Bloom, the captain, refused to pay me my money, and he, being a little intoxicated, ordered me off the boat at Chicago, and struck me several times with a fog horn. I went to see a lawyer. He told me when I had a chance to take my money and sign a receipt, and as I was keeping books for him, and he left the money in my charge, I took only $150 of what was due me and left. He had me arrested, not knowing I had signed the receipt, and probably thinking he would scare me out of it, but he had to come to the front and make settlement in full. Now, I wish you would contradict the article in the last issue of your paper, and state the fact that I only took what was belonging to me.

Yours truly, J. E. PICKETT.

ERIE CANAL APPROPRIATIONS.

The resolution adopted by the canal interests in Syracuse last August asking the legislature to appropriate $500,000 for the improvement of the canals this winter, was reconsidered at a largely attended meeting held in the office of the superintendent of public works on the 8th. The appropriation is cut in two and the state will be asked to give only $250,000, beside employing the balance of an unexpended appropriation made last winter, which is about $29,000. This last item is to be asked for in defraying the expense of equipping the three lengthened locks in the Oswego canal with water motor at an estimated cost altogether of $6,000, and in finishing the Forestport dam. Of the additional appropriation asked for, $20,000 will be used in completing the extension of the locks in the Erie canal, which will result in doubling its capacity from Buffalo to Frankfort with the exception of two small groups of three locks each. Forty thousand dollars will be applied to improvement in the Champlain canal and $15,000 to the Oswego canal.

Around the Lakes Continued from 1st Page.]

EAST SAGINAW.

Special to the Marine Record.

Captain M. Madden, of the steamship C. H. Green, arrived home from Chicago on Friday to spend the winter.

The widow of Captain Millard, of West Bay City, died on Thursday night, of mental derangement. A year ago her husband dropped dead, and a son was killed a short time ago by the cars. These troubles unsettled her mind.

The Moiles Bros., owners of the tug Tom Dowling, have settled with the insurance companies, and will rebuild her during the winter. She is to be made two feet more beam and be given more height to the hull. It is intended to have her ready for the opening of navigation.

The lumber shipments from the Saginaw river points for the season of 1886, fell considerably short of previous years. From Bay City there were shipped 416,380,000 feet of lumber, 75 456,000 shingles, and 18,479,000 pieces of lath. From East Saginaw, 171,475,000 feet of lumber, 42,938,000 shingles, and 14,000,000 pieces of lath. These figures show a total of 587,885,000 feet of lumber; 118,394,000 shingles, and 32,476,000 pieces of lath.

W. A. Beebe & Co. have yet about two miles of dredging to do on the farm of T. H. McGraw & Co.

The tug Geo. B. Dickson, owned by Captain George King, of West Bay City, and which was sunk recently by running in the ice, has been raised and pumped out by the fire tug Charles Lee. It was sunk through the carelessness of the watchman.

The tug Maud S. is at Captain James Davidson's shipyard, West Bay City, receiving a new stern and fan tail. Her twin screws are being removed and a new stern post placed in her. She will come out in the spring better than ever before.

McGraw & Co. have sold the tug W. J. Avery to James Reid, of St. Ignace, who also own the tug Mocking Bird.

Captain Jacob Medler, father of Captain Robert Medler, master of the steamer W. R. Burt, died on Wednesday last at Grand Rapids, Mich., of old age. Captain Robert has the sympathy of many friends in his bereavement.

The old boiler of the steamer Lucile is being taken out and the new one from the shops of Wildman Bros. put in.

Captain Charles Jacobson is building a small tug, 45 feet keel, 9 feet beam, and 5½ feet depth. She will be used in the lighter trade on the Tittabawasse river.

Captains Sonsmith and Johnson, of the schooners Rosa Sonsmith and Mattie C. Bell, returned on Tuesday from Chicago, where their boats have been laid up for the winter. The three boats will load with grain in January for Buffalo, and will receive about 4 cents per bushel for storage until spring, and 3 cents per bushel for carrying it to its destination. The vessels have had a very prosperous season, the best in many years. Their respective commanders are enjoying the best of health.

Captain Wm. Braune, of the barge G. W. Wesley, has returned home from Cleveland, where he has placed his boat in winter quarters. He will return to that city next month to superintend the rebuilding of her. She will receive a new strong back, and large repairs to her decks, and a new mainsail, at a cost of $1,000.

Captain L.E.Hunt, with a crew of eighteen men, left here on Saturday for Loraine, Ohio, where he is converting the barge R. Martini into a steambarge. A. F. Bartlett & Co. furnish part of the machinery and a propeller wheel.

Captain Armstrong's fire boat David Sutton, has been laid up and hauled out at Duluth, after doing a good season's work. According to the Duluth papers the Sutton, at the recent large fire at that place, saved the Duluth & St. Paul R. R. Co.'s freight sheds and contents, valued at $25,000.

It is understood that Captain John Rogers has been engaged as master of the steamer W. R. Burt for next season, and Evans Jenkins, for many years chief engineer on the River line, but for the past two seasons chief of the steambarge Belle Cross, will again act in the same capacity on the line with Captain Rogers.

Engineer John Titus, of the steamer Lucile, has accepted a position in the shops of A. F. Bartlett & Co. for the winter.

SHAW.

KINGSTON.

The schooner Great Western, with lumber from Port Hope for Oswego, while running here for shelter went aground at Four-Mile Point. She is being lightered.

The steamer Rothesay passed down the river on Saturday en route for Ogdensburg, where she will be hauled up and two steel

keelsons placed in her and the hull rebuilt.

Mr. George Hance, of the steamship Egyptian, was knocked overboard Friday, November 12, about twenty miles off this port. If the body is found the person or persons finding it will confer a great favor on his parents by telegraphing the fact to Mr. Ed Hance, Grafton, Ohio.

WHITEHALL.

The body of Captain E. McGraw was found at the mouth of Beaver Creek. The supposed remains of Edward M. Kensman were found near the same place. The body is badly bruised from being beaten around in the water. Captain Lyon is at the wreck and expects to return to morrow. Captain McGraw's brother, from Sheboygan, is here and will take the body home.

FRANKFORT.

Special to the Marine Record.

General W. B. Hazen, chief signal service officer, U. S., has ordered the lake stations discontinued for the winter with the exception of Frankfort, Ludington, Grand Haven, Chicago, and Milwaukee. Displayman Albert Vorce, of Frankfort, is a faithful officer and attends to his duties to the satisfaction of all. A proper and higher flag-staff is much needed here.

Two late birds reached this port during the past week. On the night of the 6th the schooner Annie O. Hanson arrived from Chicago with supplies, having made a fair passage, and the schooner Geo. W. Westcott came in on the 8th from Milwaukee, laden with 7,000 bushels of grain for the A. G. Butler flouring mills. She reports that a belt of slush ice extended along the Wisconsin shore.

Tug Dudley P. Hall, Captain Penfold, which has been towing at Charlevoix all summer, has returned to this her home port to winter. She is a fine tug, one of "Notter, of Buffalo's best build," a powerful puller, splendid sea boat, and a popular tug among mariners. The Alice Campbell, of the same line, is laid up at Charlevoix.

Three tugs are engaged in fishing out of this port this winter, the tug John Smith, Captain Thomas Ruddeck, L. C. Rawson, Captain R. Smith, and the Hannah Sullivan, Captain Mullhagen. They all set large gangs of nets in Platte Bay and near the Manitou islands. They are meeting with a fair catch of fish which are shipped fresh, packed in ice, to the Milwaukee and Chicago markets.

Henry Robertson, of the tug Rawson, reports that on the 8th they met the tug S. S. Cox near the Manitou islands with the schooner Chris Grover in tow, having rescued her from the beach at Grand Harbor. She had a steam pump on board but did not use it much. On the same day they saw the steambarge City of New York, near Sleeping Bear Point, bound south.

The body of a woman, supposed to be Mrs. Laffrey, stewardess of the ill-fated Marinette, was found near Herring Creek last Saturday morning. She wore a blue calico dress, but no shoes or stockings. The head and face are bruised. Her weight is about 120 pounds, height 5 feet, and her age about 35 years. She wore a gold ring, with the initials "W. M." on the fore finger of her left hand, and a plain ring on the third finger. The verdict of the Coroner's jury is that the unknown woman came to her death by drowning.

The steam wrecking scow Woodward, while at work at the wreck of the Menekaunee, stove a hole in her bottom, causing her to fill rapidly. A tug towed her into this port, where she sunk. She will be raised at once.

The mild weather of the past week has caused the ice and snow to disappear, and we are having springlike weather.

Some South Frankfort parties will build a small tug this winter, to be used in fishing.

It is not an uncommon occurrence to hear of numerous individuals who claim to be sole survivor of the lost Sea Bird, Lady Elgin, Sunbeam, yes, even the Alpena. As it is well known who the actual persons were who were saved, it has become customary to class the others whose names "bob up serenely" by scores among the lost bottle cranks. Picking up a paper to-day, we run across the following item: "Lewis Todd, of Cheboygan, one of the crew of the Marinette, wrecked on the Wisconsin shore, has arrived home. He was nearly dead from exhaustion when rescued." Now, as the Marinette was lost on the Michigan shore, near Frankfort, and Charles W. Annis, assisted, no doubt, by the "little cherub up aloft," was the only survivor, all his companions having lost their lives while bravely battling against the furious elements, meeting at last a heroic sailor's death, engulfed in Lake Michigan as a tomb and the sand bars as their resting place, numbering fourteen who failed to reach the shore, it seems ill-timed for the Cheboygan man to spread

LUDINGTON.

Special to the Marine Record.

F. & P. M. R. R. steamers No.'s 1 and 2 arrived Friday, heavily laden, from Milwaukee. No. 1 discharged her cargo, proceeded to Manistee, and loaded salt for Michigan City, Ind. No. 2 lay until Sunday afternoon before commencing to unload her cargo, and got away Monday morning at 2:30 a. m. to load salt for Michigan City. She encountered a young blizzard between Ludington and Manistee.

In passing up the river at Manistee the Maggie Marshall was seen with steam pump abroad such a very transparent yarn. Perhaps too much toddy from the flowing bowl so bewildered this Todd that his fanciful imagination painted up the above item to some gullable reporter. BURMEISTER.

on board, working it. Did not learn the extent of damages while on the beach.

At present writing the weather cold, snowing; wind northwest gale. D.

DETROIT.

The river tug Swain left Detroit with the expectation of going to Cleveland and taking the schooners A. Boody, Reuben Doud, W. S. Crosthwaite, William Young, and Venus, and towing them to Detroit. The Swain left Detroit, but afterward encountered such heavy ice that she was compelled to turn back, and the schooners were telegraphed to to strip and lay up at Cleveland.

The ice has moved the steamer William Rudolph down Lake St. Clair to near the head of Belle Isle. Parker & Millen will make another effort to raise her.

Detroit vessel men talk of building a dry-dock for themselves.

The steamer Iron Age is now at Sarnia. As soon as she reaches Detroit work will be commenced on the repairs which she is to receive during the coming winter.

The barge Wilson and the tug Folger are surrounded by ice off Colchester, Ont., the Folger with a disabled rudder and iron plating started. The mates are ashore awaiting orders.

The steamer Darius Cole has gone into winter quarters here. When the Cole came on the river last spring in opposition to the Star line, there were many who had misgivings as to the success of the project, but her season's work has rendered her the most popular steamer ever on the river, and although the war was a hot one and the rates very low, she has netted a considerable sum.

A. N. Moffat of Detroit is again at the head of a move to organize a mutual insurance company. Mr. Moffat argues that mutual insurance can be furnished 50 per cent cheaper than old line insurance. Insurance itself, he claims, is not costly, but the parapernalia which attaches to the old companies is. High salaried officers and a troupe of agents swell the cost beyond a legitimate limit. Mr. Moffat says that it is extremely probable that a mutual company will be organized in the near future, and that its headquarters will be in Detroit.

PORT HURON.

The James Reid Wrecking Company's tug Mocking Bird left last Thursday for the straits and river, towing back the wrecked schooner Harvey Bissell to this port for repair. The Iron Age left for Detroit to lay up.

Deputy U. S. Marshal Geo. Phillips attached the tug International about a week ago for a coal bill owed a firm in this city, and tied her up at Fitzgerald's dock in the first ward. On Sunday last the captain thought he had better get his tug ready for the winter so he got up steam and skipped out with his boat. She has gone into winter quarters at Windsor, Ont.

The Beatty Line of boats are being laid up in Sarnia bay.

The only boats running on St. Clair river are the Mary and Hiawatha.

Twenty-four vessels and steamers have gone into winter quarters in Black river.

The ferry Dormer has been in the dock of Dunford & Alverson's during the week, receiving repairs.

Three hundred and three vessels found refuge in Sand Beach harbor during the month of November.

Governor Alger is now the owner of the propeller F. E. Spinner (the old Quebec.) He bid her in paying $35,000 for her.

The Detroit ferries Fortune and Ariel came here on Wednesday to go into the dry-dock, but business was so rushing at the Wolverine dock that they returned to Detroit.

MACKINAC.

The propeller Lawrence which left St. Ignace last Thursday for Chicago passed up at 8 a. m. The tug Avery left here with a lighter load of supplies for Milicoquin, at the foot of Lake Michigan.

RACINE.

At 10 o'clock Sunday morning the propeller Lawrence owned by Burt & Klein, of Milwaukee, went on the rocks one mile south of North Point. A fog prevailed at the time. She was bound for this port from Cheboygan, Mich., loaded with 75,000 feet of hardwood lumber and a miscellaneous cargo. Tugs have been lightering the craft. Her value is $30,000, with no insurance. She was released at 8:30 p. m.

ERIE.

The United States revenue cutter Commodore Perry has gone out of commission for the winter and her crew discharged. The port inspectors of customs were also discharged. The fisherman, who have had a large amount of nets set outside the bay, were enabled to run out and take them up. It is probable the port lights will be kept burning for a few days to accommodate the fishermen.

WHITEHALL.

The body of E. M. Kensmann, of the ill-fated schooner L. J. Conway, has been found at Flower Creek. It had to be chopped out of the ice. The patrol has found paper money on the beach in sums of $35, $10, and $15. The captain and a boy are still missing.

KINGSTON.

There was a romance in the life and death of young Hugh McKay, captain of the ill-fated schooner Ariadne, which went ashore at Sackett's Harbor last Wednesday. During the season the Ariadne has traded more or less between Toronto and Waupaw island on the north shore. During one of these trips young McKay became acquainted with a young lady school teacher there. The acquaintance ripened into love, and it was given out a short time ago that the young couple would be married at Christmas time. Preparations were being made for the happy event, when McKay's affianced received the sad news that he had met his death in the icy waters of Lake Ontario.

The steamers which went to release the propeller Nipigon, ashore at the Ducks, could not get near her for wind and waves They returned to the city, but left for the disabled boat again. The Nipigon is half full of water.

The schooner Vickery passed down the river to Ogdensburg on the 7th looking like a huge iceberg. The schooner Anandale, with coal for Toronto, is going to lay up here. The schooner Annie Foster and William Elgin are at Swift's with coal. The White Oak has been laid up.

The Scotia, which went ashore near Brockville last week was pulled off by the Seymour and has arrived here.

MARQUETTE.

An examination of the released schooner David Wallace shows light damages. Her repairs will cost in the neighborhood of $800. Her bowsprit is gone and four deck beams were broken by the swelling grain. She is in comparatively better shape than the Robert Wallace. Captain Benham and J. H. Gillett may now try to release the schooner Republic, ashore at William Island.

The steamer Robert Wallace as soon as her cargo is out will be sunk in the harbor to remain until spring.

CLAYTON.

A telegram from Cape Vincent to the owner of the schooner A. E. Vickery reports the arrival of the vessel at that port. She was to leave for Ogdensburg in tow of a tug. The vessel had 150 tons of ice on her, but otherwise was in good shape. She is laden with corn from Chicago. The schooner City of Green Bay loads flaxseed for winter storage.

COLCHESTER.

Captain John Manson, arrived ashore from Colchester lighthouse on Wednesday. He had a hard time, having to pull his boat five miles over ice that was very thin and scarcely thick enough to bear him up. He was well nigh exhausted when he reached shore. There will be no light displayed from this date.

ST. IGNACE.

The tug Mocking Bird, with the schooner Harvey Bissell, left for Port Huron Saturday night. Wind east, raining. The snow has all gone.

TORONTO.

The captain of the steambarge Niagara, who arrived here from Oswego states that Captain Uglow, of Port Hope, who was mate on the schooner Gold Hunter, is supposed to have been drowned. He disappeared four days ago and it is thought he slipped off the plank leading from the wharf to the vessel while going on board at night, as the cook heard a noise and cry as if some one had fallen overboard. The Gold Hunter is wintering at Oswego.

MT. CLEMENS.

Special to the Marine Record.

On the 28th of November the river froze over solid and in less than a week ice made 9 inches thick, and has remained ever since, so that the rest of our sailor boys who laid up their craft outside of here all arrived last week without misfortune of any kind.

A new tow barge, building for the Tonawanda barge line, is already on stocks, keel 187 feet, beam 33 feet, depth of hold 12 feet in clear, over all 196 feet. She will be built at Captain Dulac's shipyard, and Archibald Stewart, of Port Huron, has been engaged as master builder. She will be ready to launch by the 1st of May, and will be a fine addition to the Tonawanda Co.'s fleet.

L.

DAYSVILLE.

Special to the Marine Record.

The captains in this section have laid up their vessels, as follows: Captain F. R. Molther, the Pulaski, laid up at Detroit; Captain C. H. Ripson, schooner John Magee, at Oswego; Captain C. H. Beeker, schooner American, at Clayton; Captain H. C. Page, propeller J. L. Hurd, at Duluth; Captain L. C. Cole, schooner Guiding Star, at Chicago. All report a very successful season.

The Canadian schooner Ocean Wave came ashore near here December 3, laden with 4,500 bushels of barley. They have got out about 1,500 bushels of dry barley, and are taking out the wet, with the intention of hauling her out on the beach for the winter; but if the wind comes from the west she will go to pieces. COLE.

BUFFALO.

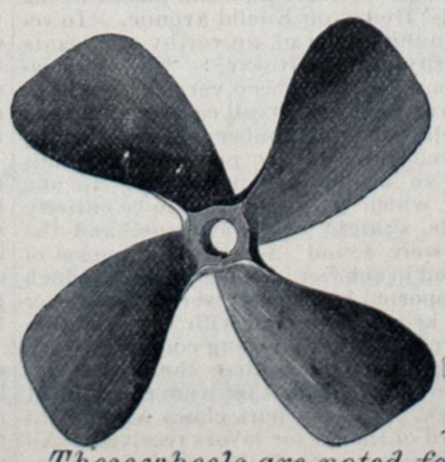
Captain McLeod has advised Smith, Davis & Co., of Buffalo, that the schooner Metropolis, ashore at Mission Point, Grand Traverse Bay, could not be pumped out because several planks in her bottom were destroyed. He was directed to come home.

The steamer D. M. Wilson, with corn, from Chicago, arrived on the 13th. She was helped through the ice below Colchester by two Detroit ferry boats. Though not ironed, her bows were not cut. Her cargo seemed all right except a small amount between decks. She was brought down from Detroit by Captain Frank Danger. This is the last boat expected here, and navigation may be considered closed, though all the channels are open.

Steambarge Benton and tow, which were stopped by ice in the Detroit river, still expect to get to Cleveland.

Tug Swain attempted to go from Detroit to Cleveland to tow two schooners up to the former port, but was compelled to turn back on account of the heavy ice.

H. G. TROUT,
KING IRON WORKS,
BUFFALO, N. Y.,
Manufacturer of
Tripple Eq ansion Marine Engines,
Three Cylinder and Fore and
Aft and Steeple Compound
Marine Engines,
High and Low Pressure Engines
Propeller and Tug Wheels.



These wheels are noted for their extra speed and towing power, and a proportionate saving of coal.
PRICES QUOTED ON APPLICATION.

A REVIEW OF THE SEASON OF 1886.

Until recent years the navigation season on the great lakes was practically closed November 30, on which date insurance policies on hulls and cargoes in transit terminate. The advent of large and powerful crafts, capable of coping with the December elements, has had a tendency to prolong the season, and now its ending dates from the closing of the passage of the Straits of Mackinac, the great thoroughfare for through shipping. Many elements were involved in the carrying trade of the lakes during the season just closed which conspired to make up a record of an exceptional character. The pacific attitudes of the great trunk lines which had indulged in a bitter rate war in the competition for business out of Chicago the years previous was an auspicious element upon which marine men largely based their hopes of a successful and prosperous season. In 1885 these lines carried competition to such lengths that grain was transported to the seaboard by rail at rates which would not pay the cost of handling. A cessation of this suicidal policy meant at least living rates for the boats, unavoidably drawn into the war. Mr. Alex. McVittie, a leading vessel owner and ship builder, of Detroit, figured last spring that the season of 1886 would be the most prosperous that has been had in a number of years. His opinion was predicated upon the circumstance that the amicable relations of the roads named were assured and the fact that the amount of freight to go forward then visible exceeded the available vessel capacity in commission on the lakes. His calculations proved singularly correct, for the close of the present season found the elevators at all the accumulating points full of grain for which there had been no offerings of tonnage. The opening of the season found the freight carriers largely bulked at Chicago. This was an unfortunate circumstance for the vessel owners, as it put in the hands of the shippers a large amount of vessel room at the start and established a low rate on grain. The anxiety of many of them to get dispatched and reach lower ports to load coal assisted in the establishment of the rate. The result was that in addition to the large number of vessels which had accepted grain cargoes for winer storage, many others accepted the 2-cent rate offered. The grain fleet which sailed from Chicago on the opening of the Straits was the largest ever floated in any waters; the cargoes aggregated 8,000,000 bushels. Those vessels that would not accept the low grain freight offered at Chicago sailed light to Escanaba, Marquette, and other iron ore ports and loaded ore for Ohio ports. This conduct was almost as demoralizing as the hulking of the boats at Chicago, for it anticipated the ore season several weeks, and resulted in fixing a low rate on that class of freight; the consequence of offering tonnage before it was demanded. The great Agate Bay iron ore region was to trade on a large scale for the first time last spring. Its future possibilities excited the cupidity of prominent marine men of Cleveland, who desired to control it. They formed a pool, which took in Buffalo and Chicago parties as well, and all the tonnage they could command was placed in that trade on season contract at a rate which subsequently proved to be far lower than that commanded by boats living from hand to mouth. Their capacity proving inadequate to handle the business, they were forced to employ additional boats and pay them a rate based on those paid at other ports. This circumstance is cited as bearing on the wisdom of the December policy. Notwithstanding the unfortunate events in the early part of the season, to which allusion has been made, it turned out to be a proserous one; the best, in fact, in six years. On May 9, 1885, the coal rate from Buffalo to Duluth was quoted at 40 cents. On the corresponding date in 1886 it was quoted at 45 cents. May 13, 1885, the Duluth-Buffalo grain rate was 2¾ cents, in 1886 3½ cents. On the same dates the rate on iron ore from Escanaba to Ohio ports was 75 and 95 cents respectively, a jump of 20 cents. The Marquette rate on June 18, 1885, was 85 cents, and on the same date in 1886 was $1.10, a still larger advance. The highest notch reached by the Marquette rate in 1885 was 75 cents, while charters were made in October of this year at $2. At no time in 1885 were Duluth grain freights higher than 4½ cents, but in November last wheat was carried from that port to Cleveland at 7⅜ cents. The highest ore rate paid this year was $3 from Ashland to Ohio. The highest last year was less than half that sum. It has been an accepted axiom among marine men that when down freights are high, up freights must be correspondingly low. That has been the unvaried experience of past years, but the season of 1886 happens to be an exception to the rule. Coal freights up have been nearly if not quite as good as grain and ore freights down. For instance, while corn from Chicago to Buffalo was 5 cents, coal from Buffalo to Chicago was shipped at $1; rates which are found to balance very well when both were reduced either to tons or bushels. Of the amount of freight carried not even an approximate estimate beyond that furnished by the reports of traffic through the Sault canal, compiled under the direction of General O. M. Poe, can be given at this time. As showing the great and growing importance of Lake Superior business these reports are invaluable. The last report from the Sault shows that the actual freight tonnage which passed through this canal during the navigation season of 1886 reached the grand total of 4,525,319 tons, not less than a million tons over the business of last year. This is scarcely less astonishing to those actively engaged in marine affairs than it is to people whose attention has not been especially directed that way. While the season has yielded fairly large returns to the men who hazzard their money in floating property, it has also been prolific of disasters, and the record involves a long list of total and partial losses. The total amount of tonnage which goes out of commission with this season approximates 30,000 tons. The new tonnage launched last season was 20,000 tons, so there is a deficit of 10,000 tons. It will be replaced this winter and next summer. It is estimated that by September next there will be 40,000 tons of new shipping in commission. On the disposition of the craft at the close of the season depends to a large extent the condition of the freight market at the opening of the next season. The mistake of surfeiting the market at Chicago with tonnage will not be repeated next spring. Vessels are pretty equally distributed all over the lakes this winter.—*Exchange.*

THE FLOATING BETHEL.

The annual meeting of the Sailors' Floating Bethel and City Mission Chapel was held last Thursday at the chapel, No. 165 River street. Captain Thomas Wilson president, W. H. Doan treasurer, S. Barker, secretary, J. D. Jones chaplain and superintendent, and the directors generally were present. Messrs. Wilson and Jones, of the building committee, reported that they had purchased the building at No. 165 River street, now occupied as a chapel and reading room, of Mr. S. J. Miller, for $5,500. Mr. Miller donated $500, and $1,196 had been expended in refitting the building. Subscriptions toward paying the indebtedness had been secured in the sum of $5,255, and $175 additional was received from the sale of the boat which had so long been occupied as a floating bethel. The aggregate sum had been applied in payment of the property, and $70 was still due. The committee, having done its work, was discharged. The $70 remaining unpaid was ordered drawn from the current expense fund and applied to complete the payment for the building.

In the election which followed the officers of the past year were continued, as were the trustees. The name of Mr. Samuel Mather was added to the list of directors. Following are the officers: President, Captain Thomas Wilson; vice presidents, Captains R. Greenhalgh and George Stone; treasurer, W. H. Doan; secretary, Samuel Barker; chaplain and superintendent, Rev. J.D.Jones; directors, Captains Thomas Wilson, William Lacey, R. Greenhalgh, George Stone, C. Rewell, Messrs. Stiles H. Curtiss, W. H. Doan, Samuel Mather, C. L. Jones, George H. Ely, Samuel Barker, C. O. Scott, W. D. Rees, Rev. J. D. Jones; trustees, Captain Thomas Wilson, Captain George Stone, C. O. Scott, W. D. Rees, S. H. Curtiss.

An abstract of the directors' annual report is herewith given: The new chapel building is provided with a free reading-room, opening on the river front, some 68 feet long, with accommodations for one hundred readers. This room contains several reading tables which are covered with leading newspapers and periodicals, and two large cases are filled with bound volumes of choice reading matter. Near the windows are writing desks, which are supplied with free writing materials. This is the most convenient reading-room on the lakes, and it is the resort of the better class of sailors and vessel owners. The locality selected for this building is a good one, and its influence is being felt among the dozen or more saloons in the vicinity. The chapel, which is on the ground floor, with an entrance on River street, is supplied with two hundred and twenty seven chairs, where three services are held each Sabbath, at at 10:30, 4:30, and 7:30 o'clock. The report contains accounts of many conversions of a touching nature which have been brought about by the preaching at the chapel. Rev. Mr. Jones has held over four hundred Bethel and funeral services during the past year. The missionary committee, which is composed of the following ladies and gentlemen, are doing a grand work among the sick and poor of the city: Rev. J. D. Jones chairman, Messrs. J. Watt, C. F. Bennett, Charles Payne, J. T. Rees, Mesdames H. McLean, J. D. Jones, J. C. Spieth, and Robert Peace. The members of this committee are constantly at work about the city, and through the efforts of its members much suffering is alleviated. The collections which are made at the chapel meetings, and which are devoted to the use of the missionary committee, aggregate $150 during the past year. Among the cases helped are: An old soldier on the West side, who is dying with consumption. A ton of coal was sent him on Wednesday. John Miller, the diver, received help from the committee which paid his rent and furnished him with coal and needed articles until he died. Many other cases are stated and the details of the case of the widow of Captain Lewis Campbell, a lady well known for her deeds of charity in Cleveland, but who was sick in Akron and in destitute circumstances, are given. Rev. Mr. Jones, of the Floating Bethel, took the matter in charge, and with the aid of Mrs. M. C. Worthington, J. H. Wade, and Mrs. McLean, Mrs. Campbell was brought to Cleveland and placed in the Invalids' Home on Euclid avenue. In relation to the matter of unworthy applicants for charity the report says: "The missionary committee have been very thorough in their investigations of all cases which they have relieved. A number of cases which have been reported by private individuals proved to be entirely unworthy. In one family, which was reported to be entirely destitute, a night call was made, and the family were found discussing a bucket of beer, and in another instance a family which was supported by charity, were buying beer by the keg. A woman with five children was reported in a starving condition. An investigation showed that the two elder children and the mother were earning $11 per week." The report closes with a general card of thanks for favors received. An itemized statement of the receipts for the past year is in preparation, and will be published in pamphlet form with the annual report.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Dec. 6, 1886

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Dec. 4, 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
135,041	.....	Sc.	Ellarainia,	15.24	14.48	Richmond, Va.
100,404	.....	Sc	I. F. Nichols,	8 38	7 96	Port Norris N. J.
100,405	.....	Sl.	Ida,	8.03	7.63	Brashear, La.
110.719	.....	Sl.	Roxie,	....	...	Seattle, Wash,
81,135	.....	Sl.	W E Bradshaw,	8.60	8.17	Yorktown, Va.
			STEAM VESSELS.			
106,446	.....	St s.	Albina Freight, No 1,	22.48	22.48	Port'and, Oregon,
3 361	.....	St p.	B. S. Rhea,	203.77	203 77	Nashville, Tenn.
85 948	.....	St. s.	Glenville,	225 60	249 27	New York, N. Y.
85,949	.....	St p.	George L Hammond,	25.43	12 72	do do
76 660	.....	St s.	Josie,	110 03	5.51	Washington, N. C.

T. B. SANDERS, Acting Commissioner of Navigation.

INTERSTATE COMMERCE BILL.

The confreres upon the interstate commerce measures, popularly known as the "Reagan" and "Cullom" bills, reached an agreement upon the differences between the senate and the house. The report of the conference committee will be presented as soon as it can be prepared and signed, and its adoption will be asked at an early day. The bills passed by the senate and house proposed different plans for the regulation of the interstate traffic of the country. Both prohibit unjust discrimination between persons and places, the giving of special rates, preferences, etc., as well as certain other practices which are declared to be unlawful. Both bills require railroads to publish their rates, and to adhere to them when published. They did not differ materially in the penalties provided for the violation of their general provisions, but they differed widely in the methods proposed for securing their enforcement. The house bill gives every shipper with a grievance the right of action in the State and United States courts, on his motion, and in his own behalf for the recovery of the damages he may have sustained, with the provision that a reasonable attorney's fee should be allowed in every case of recovery.

The senate bill did not preclude shippers from instituting suits in their own behalf, but it provided for the creation of a commission required to investigate all complaints made, and to settle them by arbitration if possible, and if not, to prosecute the case in the courts when it finds that the shipper is entitled to redress. By the compromise which has been agreed upon the confreres propose to put both of these plans of regulation into operation and to retain the remedial features of both bills. They will recommend that the house agree to the commission system as it stands in the senate bill, and that the senate agree to a provision allowing such shippers as may elect to do so to prosecute suits for the recovery of damages in the United States courts on their own behalf, with the provisions that they shall not have the right to pursue their remedy in the courts and through the commission in the same case.

On the vexed and much debated question of the long and short haul a compromise has been agreed upon. The house bill absolutely prohibited a greater charge for a shorter than for a longer distance which includes the shorter upon any one railroad.

The provisions in the Senate bill prohibited a greater charge for a shorter than for a longer distance under substantially similar circumstances and conditions over the same line in the same direction, and from the same original point of departure, or to the same point of arrival. It also authorized the commission to make exceptions to this general rule in special cases in which it seemed proper.

The substitute section agreed to by the confreres makes it unlawful for any railroads to charge more for the transportation of passengers, or of like kind of property, under substantially similar circumstances and conditions for a shorter than for a longer distance over the same line and in the same direction, the shorter being included within the longer distance, with the proviso that in special cases upon application, and after investigation, the commission may prescribe the extent to which such railroad shall be relieved from the operation of this section.

The house bill contained an absolute prohibition of pooling, while the senate bill provided for an immediate investigation by the commission of the question of legislation upon the subject. Upon this point the senate confreres have yielded, and accepted the provision of the house bill. The following is the provision in full:—

That it shall be unlawful for any common carrier subject to the provisions of this act, to enter into any contract, agreement, or combination with any other common carrier or carriers, for the carrying of freights of different and competing railroads, or to divide between them the aggregate or net proceeds of the earnings of such railroads or any portion thereof; and in any case of an agreement for the pooling of freights as aforesaid, each day of its continuance shall be deemed a separate offense.

Upon the question of publicity of rates there was no difference of opinion. The house bill required each railroad to publish and adhere to its rates between points upon its own line. The senate bill made it the duty of the commission to also enforce the publication of such through rates as it might be found possible to publish.

A substitute has been agreed upon by which each railroad is required to print and keep in every depot, for the inspection of the public, the rates it may establish between points upon its own line. They are also required to file with the commission copies of all joint tariff through rates to which they may be a party and the commission is required to secure the publication of such through rates as far as may be found practicable.

Other modifications of minor importance have been made but these are the principal ones upon which differences of opinion existed. When the substitute bill has been printed the committee will go over it carefully and may find it necessary yet to make some changes, but they have substantially agreed upon their recommendations.

MISHAPS O MATILDA.

Special Correspondence to the Marine Record.

EAST SAGINAW, Dec. 13.

The barge Matilda, which foundered last week off Point au Gres, loaded with stone and three hundred kegs of wine for Soyer & Co., of this city, is owned by A. N. Pinet, also of this city. The Matilda, since becoming Mr. Pinet's property seems to have been in hard luck. It will be remembered that early last season she had the misfortune to dump her deckload near Sand Beach, and later on collided with a dump scow, in tow of the tug Patrick Henry, at Cleveland. This season, during the first severe blow, she was struck by a mountainous wave while entering Sand Beach harbor of refuge, which resulted in her dumping her cargo of stone which the captain had placed all on deck, thereby waterlogging. She was pumped out by the tug Tom Dowling and towed to Bay City, where large repairs were made. After making one trip to Cleveland she stopped at Kelly's Island for stone, and on entering Detroit river she ran aground at Amherstburg. She was released by the tug International and taken to Detroit, where she remained about a week, the tug Smith, in the meantime, having come on to this port. On her return trip she picked up the Matilda again. The tow line gave way while going up the St. Clair river, and she was again left, at Port Lambton. Mr. Pinet then chartered the tug Peter Smith to bring her to this port. The tug arrived at Port Lambton a week ago Sunday and left for East Saginaw port, but with the result as above stated. Her owner says that he will raise her in the spring, as, after her many rebuilds she is in very good condition and worth the trouble and expense.

SHAW.

MARINE ENGINEER ASSOCIATION.

OFFICE NATIONAL PRESIDENT,
BUFFALO, N. Y., Dec. 1, 1886.

To the Order, Greeting:

The national association will convene in its twelfth annual session in the city of New York, Monday morning, January 10, 1887, at 9 o'clock Association No. 50 having perfected arrangements with the Grand Central hotel, 667 to 677 Broadway, for the entertainment of representatives, they will assemble there on or before the morning of the 10th, and hold themselves subject to such discipline as may be deemed necessary by the committee on entertainment. The national president respectfully calls your attention to the fact that the question of refunding the money paid for license will again be acted upon, and other matters of the utmost importance to the marine engineers of the country will be brought forward for consideration; therefore, it is to be hoped that each subordinate association will make strenuous endeavors to be represented.

It is earnestly desired that the chairman of the several standing committees have his report in on time. Any officer or committee having correspondence of general interest will present the same for analysis by the committee on correspondence.

By order of the national president,

HENRY G. PAYNE.

JAMES HENRY HARRIS, National Sec'y.

HALF FARE ON THE BEE LINE.

The Bee Line announces that special holiday tickets will be sold at one fare for the round trip, between all stations on each division of the C. C. C. & I. Ry. and D. & U. R. R., December 24, 25 and 31, 1886, and January 1, 1887, good to return at pleasure until January 3, 1887, inclusive. Children between the ages of five and twelve years will be sold tickets at one-half these rates. For detailed information, ask any Bee Line ticket agent.

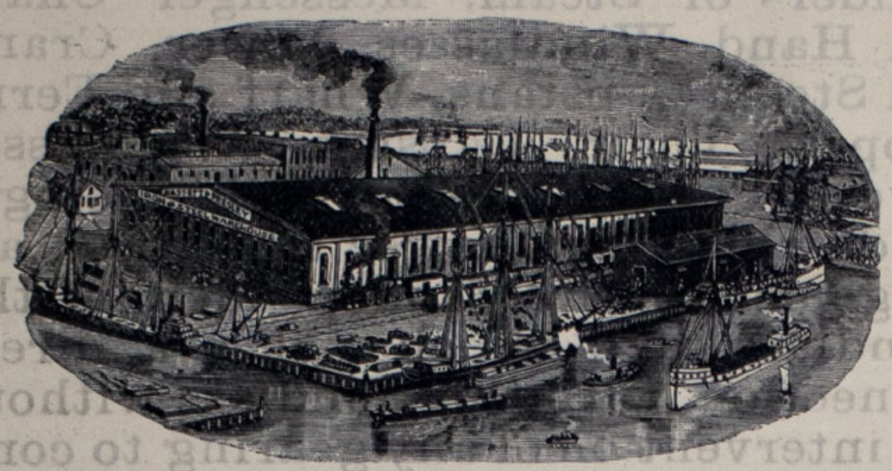
James B. Quinn, captain of engineers, U. S. A., is busily engaged with two assistants at government work. He has charge of the harbors at Duluth, Superior, Agate Bay, and Grand Marias.

IRA B. BASSETT. GEORGE PRESLEY, Jr.

BASSETT & PRESLEY,

[Successors to W. H. McCurdy & Co.]

Office and Warehouse, cor. Elm & Hemlock Streets, Cleveland, O.



WHOLESALE DEALERS IN

BAR, BOILER, HOOP, ANGLE AND SHEET IRON.

Nails, Railroad and Boat Spikes, Boiler, Tank and Cooper Rivets, Swedes Iron, Boiler Tubes, Nail Rods, etc., Etc., Etc.

We Represent in this Market the Following Well-known Manufacturers:

Andrews Bros. & Co. .....Youngstown, O. BAR IRON AND POLISHED SHAFTING.	Dilworth, Porter & Co., Limited..Pittsburg, Pa. RAILROAD AND BOAT SPIKE.
Reading Iron Works.....Philadelphia, Pa. BOILER TUBES.	Hoopes & Townsend,. .....Philadelphia, Pa. BOILER AND TANK RIVETS.
Central Iron Works.....Harrisburg, Pa. BOILER PLATES.	Sanderson Bros. Steel Co,.....Syracuse, N. Y. CAST STEEL.
Lindsay & McCutcheon,.. .....Pittsburg, Pa, HOOP, BAND & STAR HORSESHOE IRON.	Joseph Corns & Sons ....Massillon, O. CROWN STAY BOLT IRON.
George W. Johnson, ...Newcastle, Pa. TANK SHEET IRON.	Pencoyd Iron Works,.....Philadelphia, Pa. ANGLE IRON.

A Complete Stock of all above Goods in Our Warehouse.

SAMUEL F. HODGE & CO.,

MANUFACTURERS OF

MARINE,

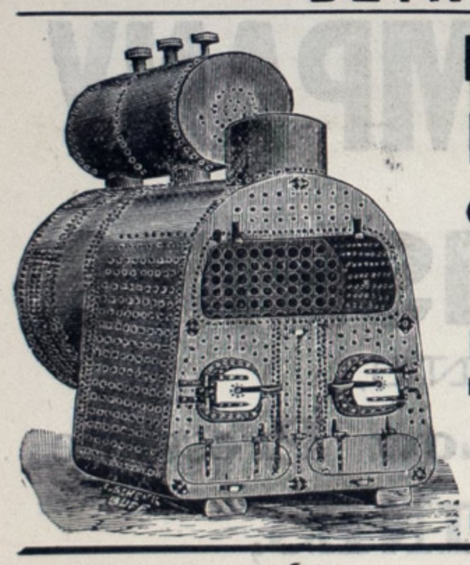
Stationary & Portable Engines,

MINING MACHINERY AND

PROPELLER WHEELS,

Riverside Iron Works, 314 to 326 Atwater Street,

DETROIT, MICH.



EAGLE BOILER WORKS,

M. RITER, Prop'r,

Cor. Indiana & Mary St.,

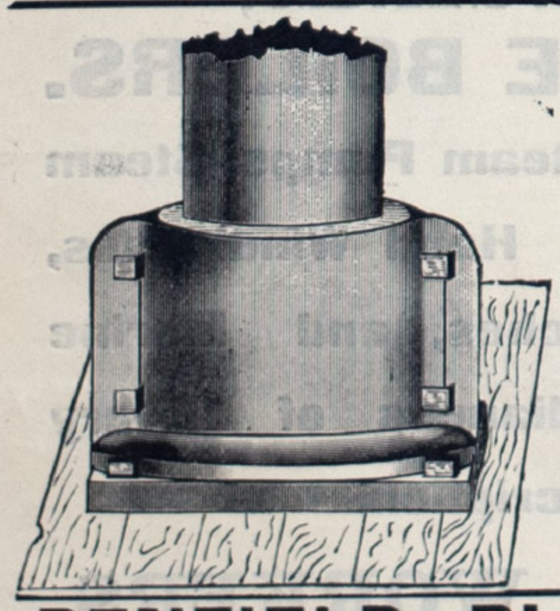
BUFFALO, N. Y.

MANUFACTURER OF

High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

REPAIRS PROMPTLY ATTENDED TO.



C. A. RICHARDSON'S

Rudder Holder

AND

SUPPORT.

A Practical and Invaluable Invention,

Patented May, 1884

Whole or Half of Right for Sale.

C. A. RICHARDSON, Alpena, Mich.

PENFIELD BLOCK Co.,

Lockport, N. Y.

Anchor" Snatch Block, No. 511.

ANCHOR BRAND TACKLE BLOCKS,

Store and Warehouse Trucks.

ALL STEEL ROLLER BUSHINGS,

Phosphor Bronze Self-Lublicating Bushings.

GOODS FOR SALE BY PROMINENT DEALERS EVERYWHERE.

Ask for Anchor Brand Blocks.

Illustrated Catalogue and Price List Mailed on Application.

Single Inside Iron Strapped, No. 7

ST. MARY'S, OHIO. MONTPELIER, OHIO. } OAR MILLS. NEPTUNE ANCHOR WORKS.

DE GRAUW, AYMAR & CO.,

MANUFACTURERS AND IMPORTERS OF

CORDAGE, OAKUM, WIRE ROPE,

Chains, Anchors, Oars, Blocks,

RUSSIA BOLT-ROPE,

Flags, Buntings, Cotton and Flax Ducks,

MARINE HARDWARE, SHIP CHANDLERS' GOODS GENERALLY.

34 and 35 South-st, New York.

O. & P. COAL CO. & THOS. AXWORTHY.

FUEL DEPARTMENT.

PRESLEY, ARTHUR & CO., AG'TS.

Steamboats, Tugs, etc, Coaled Day and Night.

DEALERS IN LACKAWANNA ANTHRACITE COAL.

Docks: Ft. West River St., Whisky Island, C. P. R'y. Slip, Government Pier

OFFICE 130 RIVER-ST., CLEVELAND, OHIO.

JUST PUBLISHED. *NOW READY.*

LEWIS' MARINE MANUAL,

A SUMMARY OF THE LAW

RELATING TO OR IN ANY WAY CONNECTED WITH THE

Shipping and Mercantile Interests of the Lakes

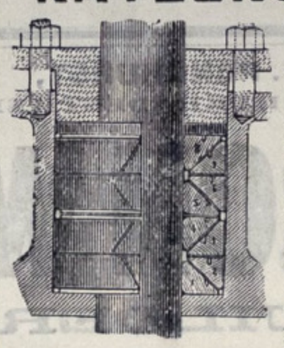
And the Sea-coast Waters of Canada and the United States,

By EDWARD N. LEWIS, Proctor in Maritime Courts.

OVER 500 PAGES - - - PRICE $2-50

Address MARINE RECORD OFFICE, Cleveland, O.

KATZENSTEIN'S



SELF-ACTING METAL PACKING

FOR PISTON RODS, VALVE STEMS, Etc.

Adopted and in use by the principal Iron Works and Steamship Companies within the last eight years in this and Foreign countries. Also flexible tubular metallic packing for slip-joints on steam pipes and for hydraulic pressure. For full particulars and references address

L KATZENSTEIN & CO

357 West St., between Leroy and Clarkson-st, N. Y.

CAPT. THOS. WILSON, who uses this packing on his Steamers, and THE MARINE RECORD are Agents for Cleveland and the Lakes.

ROBERT E. HILLS,

57 & 59 North Wells St., Chicago, Ill.
Telephone 3321.

STEAM FITTING AND HEATING,

Wrought Iron Pipe & Fittings.

ENGINEER'S SUPPLIES.

General Jobbing Work Done Promptly.

Also, Proprietor of North Side Brass Works.

WARD & JACKSON,

SHIPSMITHS.

All Kind of Forgings, Bolts and Truss Rods for Building.

49 Main-st Cleveland

WM. H. RADCLIFFE,

Shipbuilder and General Repairing.

OLD RIVER BED, Ft. OF TAYLOR St.,

CLEVELAND, O.

DAVID BARNHISEL, Agent.

DOMESTIC & STEAM COAL

Cleveland. Ohio

WANTED An active Man or Woman in every county to sell our goods. Salary $75 per month and expenses. Canvassing outfit and particulars FREE. STANARD SILVER-WARE CO., Boston, Mass.

VESSEL PROPERTY FOR SALE.

FOR SALE.

The whole or one-fourth interest in the barge Transport, now in winter quarters at East Saginaw, Mich. Capacity, 275,000 feet lumber. New tow line, anchor, chains, new yawl, new foremast, foresail, cabin furniture, etc., all in splendid condition. Will sell cheap for cash. Reason for selling, going south.
Address H. L. SHAW, E. Saginaw, Mich.

FOR SALE.

A marine engine, 4⅛x6 inches shaft, brass wheel, stern bearing, rudder, etc., boiler 24x36 inches high and 5 feet long Stack, grates, ash-pan, etc, pump, Hancock inspirator, and in fact a complete rig for a steam yacht, all ready to put in. Will sell cheap or trade for small sailing scow.
H. L. SHAW, E, Saginaw, Mich.

STEAMBARGE FOR SALE.

This is one of the finest steambarges on the lakes, and was built in 1884. She is in good condition in every respect, serviceable, easy to load and unload, and a great favorite. She can not be duplicated for the same money. Her dimensions are 131 feet keel, 143 feet over all, 23.4 feet beam, 8.4 feet depth of hold, and is classed A1½ by Inland Lloyds. She carries two masts. Her carrying capacity is 400 to 425 tons or 14,000 bushels of wheat, or about 240,000 feet of lumber on a draft of 9 feet 9 inches. Her engine is high pressure 18x20 and her boiler 6½x12 feet of 7-16 Otis steel. Speed 10 miles loaded or 11½ light.
Address MARINE RECORD, Cleveland, Ohio.

FOR SALE.

STEAM PASSENGER TUG TEMPEST.

Steel hull 60 feet over all, 10 feet beam, 6 feet hold. Engines fore and aft compound, 8 and 14x12 Otis steel boiler, return flue, 110 pressure. Complete passenger outfit for forty-three passengers. Speed 12 to 16 miles. H. F. LOOMIS, 151 Arlington-st, Cleveland.

A1 TUG FOR SALE.

This tug is 52 feet over all, 13 feet 3 inches beam, and 6 feet 6 inches depth of hold Engine, 13x14; steel boiler 4 feet 6 inches diameter by 9 feet long. The hull was built by Geo. H. Notter, Buffalo, and is an excellent model and well built. The tug is nearly new, having done only five month's work since she came out new last summer. She has a poop deck and finished cabin fore and aft, and classes A1. Price, $4,300. Address MARINE RECORD OFFICE.

FOR SALE,

A POWERFUL RIVER AND HARBOR TUG.

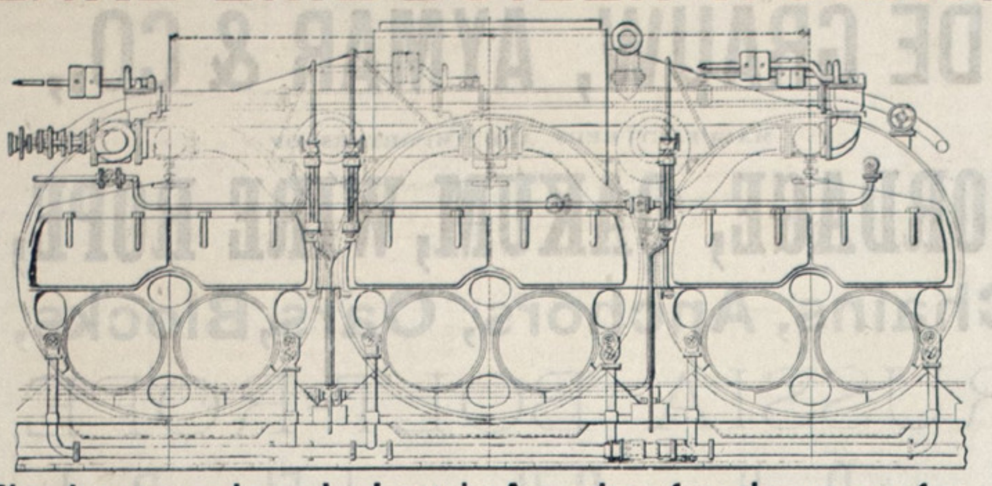
Length 87 feet, breadth 17 feet, depth 9 feet, draws 9 feet New tonnage 40, old 81. Engine 22x24. She is allowed 90 pounds of steam. Has new main valve, new throttle valve, new eccentrics, two new tow posts, four new timber heads, one new metallic life boat and new wheel, ironed all around for work in ice. Cabin, pilot house and engine room remodeled. Can carry sixty (60) tons fuel, has forty life preservers, water-tight bulkheads, and is allowed to carry passengers. She rates A2, valued in Lloyd's at $10,000, and is warranted in first-class shape. Address MARINE RECORD OFFICE, Cleveland, Ohio.

WANTED.

The undersigned wishes to purchase a single-deck steambarge, from 500 to 800 tons capacity. Must be staunch and with plenty of power to tow two vessels. Also, one tow barge, from 500 to 700 tons, not to draw over twelve feet of water, loaded. Address,
JOHN H JACOBS, Marquette, Mich.

P'ease renew your subscriptions.

LAKE ERIE BOILER WORKS.



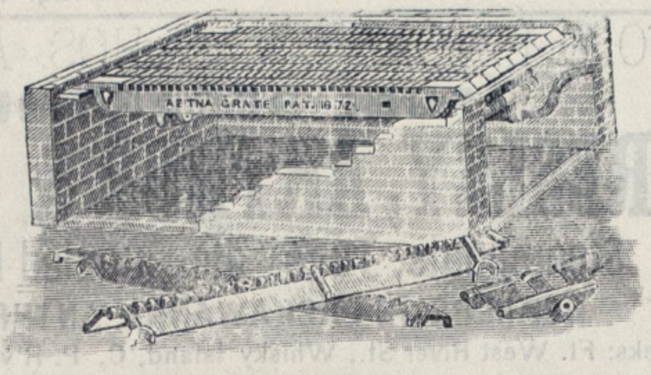
The best equipped plant in America for the manufacture of Modern Marine Boilers

BUFFALO, NEW YORK

THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.



Globe Iron Works, Manufac's.,
Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.

"THE PROVIDENCE"
WINDLASSES, CAPSTANS, ETC.,
IN CANADA.
THE WINDSOR FOUNDRY Co

Have made arrangements with the American Ship Windlass Co. to build their Celebrated Machinery, with latest improvements for use on Ship-board for Canada.

FOR PRICES, PLANS AND ALL OTHER INFORMATION APPLY TO

THE WINDSOR FOUNDRY CO.,
WINDSOR, HANTS COUNTY, NOVA SCOTIA.

Established in 1857.

AMERICAN SHIP WINDLASS CO.,

Builders of Steam, Messenger Chain and Hand Windlasses, Power, Crank and Steam Capstans, Wharf and Ferry Drops. Their Capstan Windlasses have a Power Capstan with a single head which has power and speed arrangement entirely independen of the Windlass, and which makes a direct connection with the Windlass without the intervention of any gearing to complicate it and inc ease the friction.

In all their styles of Ste m Windlasses they make .. direct connection between the engines and the windlass without counter shafts or additional gearing. This saves friction and liability to break down. and conduces to durability and ease in operating. They also have a counterbalance for the engines and an automatic lubricator for worm and worm gear and the engines are placed together in the most accessible position. Th above improvements and others too numerous to mention, but which are familiar to Masters, Owners and Builders, are covered by Patents owned exclusively by this Company. For plans and information

Address,
FRANK S. MANTON, Agent. P. O. Box 53, Providence, R. I.

H. M. HANNA, PRESIDENT. JOHN F. PANKHURST, VICE PRESIDENT AND GENERAL MANAGER. LUTHER ALLEN, SECRETARY AND TREASURER

THE GLOBE IRON WORKS COMPANY

BUILDERS OF

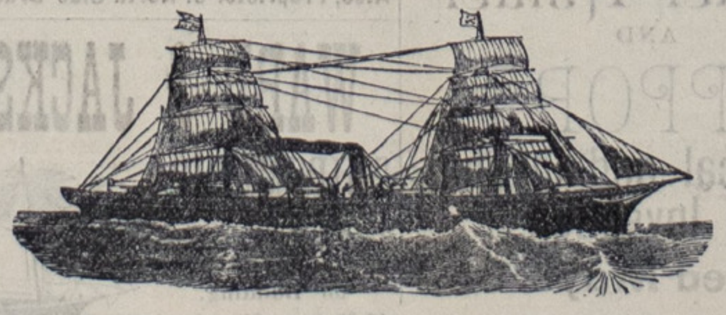
IRON AND STEEL STEAMSHIPS

AND VESSELS OF ALL DIMENSIONS,

Triple Expansion, Compound, High Pressure and Low Pressure

MARINE AND STATIONARY ENGINES,
MARINE, STATIONARY & PORTABLE BOILERS.

Blast Furnace and Rolling Mill Machinery, Hoisting and Pumping Engines, Portable Hoisting Engines.



Steam Pumps, Steam and Hand Windlasses, Winches, and Marine Appliances of Every Description.

GENERAL SHEET AND PLATE IRON WORKERS,
Machinists, Boiler-Makers and Founders.

Builders of

Iron Steamships "Onoko," "Wm. Chisholm," "J. H. Devereux," Etc.
Steel Steamship "Spokane."
Passenger Steamer "Darius Cole."
Steam Yacht "Twilight."
Iron Tugs "International" and "Record."

OFFICE & WORKS, Spruce and Elm Streets.
IRON SHIP YARD, Old River Bed, foot of St. Paul St

CLEVELAND, OHIO.